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NO. III

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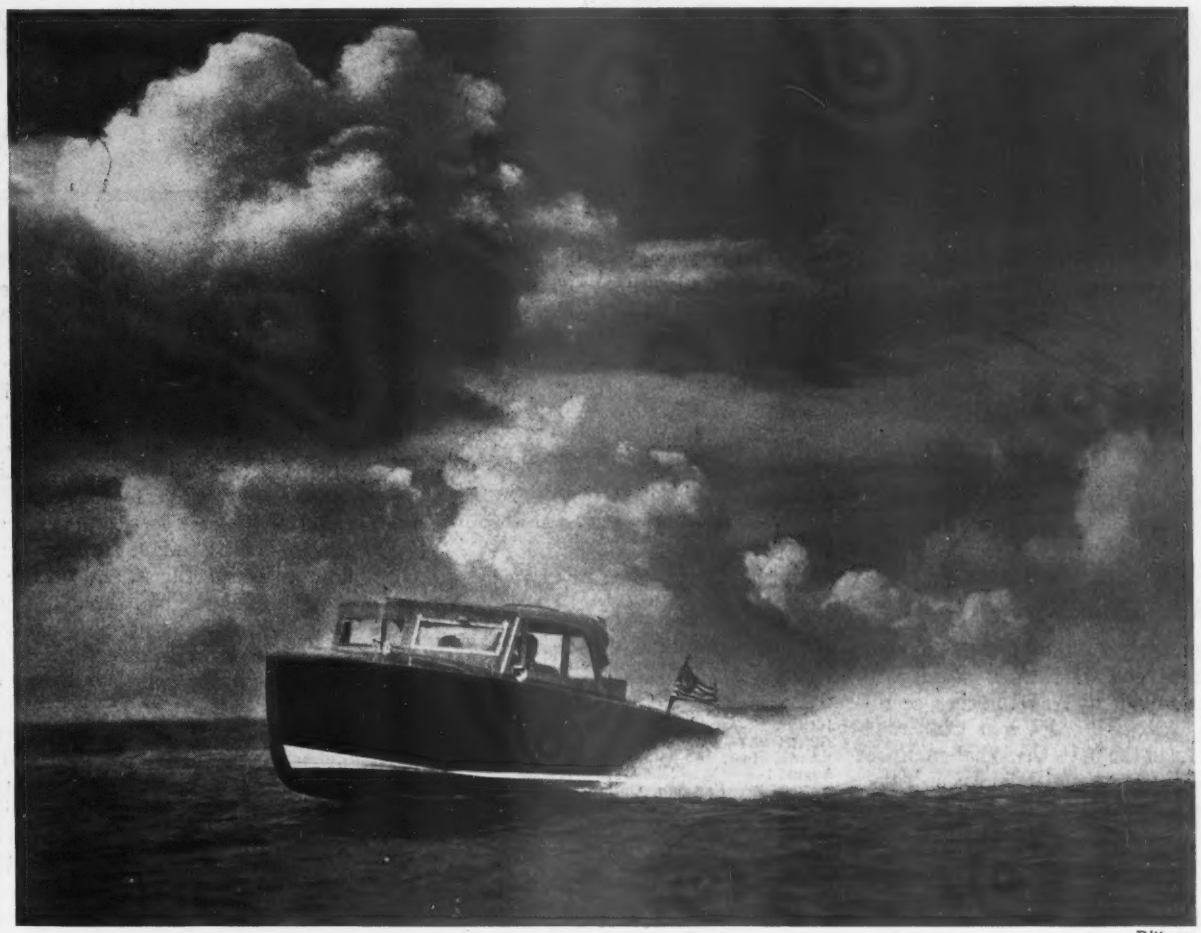

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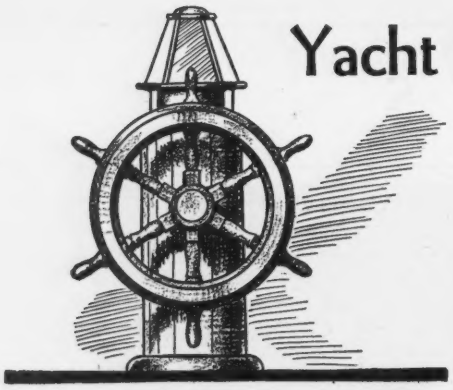
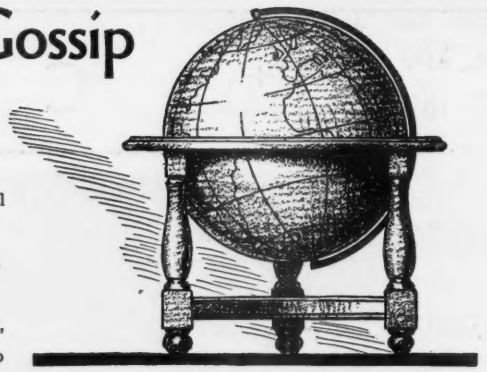


Yacht Club News and Gossip



Going for Gold

ACCORDING to a dispatch from Melbourne, Alan Villiers' ship *Joseph Conrad* has turned aside from the well-grooved track of the circumnavigators to look for gold in an island near the Solomon Group. We felt better about this when we deduced from the report that it is not pirate gold that she's after, but the less romantic and occasionally more authentic metal that hasn't yet been mined.

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New Bedford Yacht Club Activities

Announcement of the fourth annual Whalers' Race and of New Bedford race week has been made by A. W. Forbes, secretary of the New Bedford Yacht Club race committee. As in the past, the Whalers' Race will be held the week-end before the Yale-Harvard boat races. The course will be from Padanaram around Nomansland Hooter, to and around Block Island, and return. In the three races already sailed, the long beat from Nomansland to Block Island, the tides around the Block, and the usual calm on the morning of the second day have provided a variety of conditions to test the skill of any pilot.

The fourteenth annual race week of the club, to be held August 11th–13th, will provide highly competitive racing over triangular courses in Buzzards Bay, using the South Dartmouth station of the club as a base. The club's courses, which have been raced for years, are of distances suitable for all types of racing yachts from "M" boats down. In every case the courses are true triangles with the windward leg determined by the prevailing Buzzards Bay southwester. Only once in the history of New Bedford's regattas has a change of wind necessitated reversal of the courses.

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Annual Elections

Newly elected officers of the Swampscott Yacht Club, of Swampscott, Mass., are the following: Commodore Kingsland Dunwoody, Vice Commodore C. Ramond Boynton, Secretary Norman C. Widger, and Treasurer Eugene S. Fenelon.

In the Cleveland Yachting Club, of Cleveland, O., the following have been elected: Commodore Harry E. Kendricks, Vice Commodore Robert Heintz, Rear Commodore James C. Heintz, and Secretary-Treasurer Nichols Sweickert.

At the annual meeting of the Capital Yacht Club, of Washington, D. C., the following officers were elected: Commodore Thomas T. Keane, Vice Commodore T. J. Schneider, Jr., Secretary-Treasurer D. H. Fowler, and Measurer Major H. H. Jacobs.

Newly elected officers of the Harlem Yacht Club, of City Island, N. Y., are the following: Commodore Elbert G. Baker, Vice Commodore Royal S. Kellogg, Rear Commodore John J. Sheridan, Treasurer Dr. John F. Buckley, Recording Secretary Thomas A. Guy, and Financial Secretary John M. Brophy.

Members of the Island Canoe and Yacht Club, also of City Island, inaugurated the following officers: Commodore C. J. Van Eyk, Jr., Vice Commodore R. C. Ratcliff, Rear Commodore S. J. Wright, Jr., Secretary V. E. Wenzel, and Treasurer N. J. Hefele.

Following a course unique in its history, the San Diego Yacht Club, of San Diego, Calif., re-elected its entire staff of officers, headed by Commodore Wallazz B. Eaton.

Yachting Calendar

Sail

March 7–11–13 — New York Yacht Club Cup, Royal Nassau Sailing Club, Nassau.
March 8 — Moth Regatta, Orlando, Fla.
March 12 — Lipton Cup Race, Miami.
March 14 — Ladies' Race, Dr. James C. Ayer Cup, Roya Nassau Sailing Club, Nassau.
March 15 — Moth Regatta, Miami, Fla.
March 16 — Midwinter Regatta, Miami.
March 18–20–21 — Inter-Club Races, The Drexel Cup, Royal Nassau Sailing Club, Nassau.
March 20–22 — Antonia Trophy, World's Championship Moth Regatta, Melbourne, Fla.
March 21 — Auxiliary Race, Miami-St. Petersburg, Biscayne Bay, Y. C.
March 23 — Melbourne Yacht Racing Club, Melbourne, Fla.
March 28 — St. Petersburg-Habana Race, St. Petersburg Y. C.
April 1 — Long Island Sound Interclubs *vs.* Bermuda One-Designs, Hamilton, Bermuda.
April 4 — Habana-Key West Race.
April 8, 9, 11, 13 — Prince of Wales Cup Series, Six-Metre Class, Hamilton, Bermuda.
April 14–16 — Six-Metre Team Races, U. S. A. *vs.* Bermuda, for Governor Cubitt Cup, Hamilton, Bermuda.
June 13 — Opening Championship Regatta, Corinthian Y. C., Marblehead.
June 15 — One-Ton Cup for Six-Metres, Gothenburg, Sweden.
June 20 — New London to Marblehead Ocean Race, Eastern Y. C.
June 22 — Bermuda Race, C. C. of America.
June 25 — Gold Cup for Six-Metres, Hanko, Norway.
July 1 — Start Ocean Race, Bermuda to Cuxhaven, Norddeutscher Regatta-Verein, Hamburg.
July 3 — George O. Clinch and Dreadnought Trophies. Chicago to Milwaukee. Chicago Y. C.
July 4 — Honolulu Ocean Race, Transpacific Y. C., San Pedro, Calif.
July 7–14 — Annual Cruise, Eastern Y. C.
July 10 — British-American Six-Metre Team Races, Firth of Clyde, Scotland.
July 17 — Long Distance Race, Larchmont-Fire Island Lightship and Return, Larchmont Y. C.
July 18–25 — Larchmont Race Week.
July 24–25 — Annual Regatta, Edgartown Y. C., Edgartown, Mass.
August 1–8 — Marblehead Race Week.
August 2 — Freeman Cup Race, Rochester-Coburg-Youngstown.
August 4–15 — Olympic Regatta for Eight-Metres, Six-Metres, Stars and Monotypes, Kiel, Germany.
August 9–11 — Inter-Lake Yacht Racing Association Regatta, Put-in-Bay, Lake Erie.
August 11–13 — New Bedford Y. C. Race Week, South Dartmouth, Mass

International Star Class

March 25–27–29 — Johnny Walker Cup Series, Nassau.
March 26–28–30 — Spring Championship, Nassau.
July 7–9 — Atlantic Coast Olympic Finals, West Long Island Sound.
July 10–12 — United States Olympic Finals, West Long Island.
August 4–15 — Olympic Games, Kiel, Germany.
September 1–8—World's Championship, Rochester Y. C., Lake Ontario.
September 5–7 — Fighth Annual Jersey Coast Challenge Series, Seaside Park, N. J.

Power

March 7–8 — Regatta, Tampa Y. C., Tampa, Fla.
March 14–15 — Regatta, St. Petersburg Y. C., St. Petersburg, Fla.
March 21–22 — Regatta, Miami Y. C., Miami, Fla.
May 10 — Albany-New York Outboard Marathon.
July 25 — Gold Cup Race, Lake George, N. Y.
September 5–8 — International Motor Yachting Union Regatta, Detroit.

Eastern Yacht Club Cruise

The annual cruise of the Eastern Yacht Club, of Marblehead, Mass., will be delayed this year to allow entrants in the Bermuda race time to return and prepare. Thus the rendezvous will occur at Mattapoisett the evening of July 7th, with the annual regatta on Buzzards Bay for the Puritan Cup and other trophies following on the 8th. On the 9th the fleet will go to Vineyard Haven, on the 10th to Newport, and on the 11th to Block Island. Sunday, the 12th, the fleet will lie over at the Block, and on the 13th will proceed to Fort Pond Bay. On the 14th the cruise will disband at New London, giving those who desire to enter in the Larchmont Fire Island race two days to get to Larchmont.

The second annual New London to Marblehead ocean race for cruising rating boats and universal rating boats is scheduled for June 20th, and circulars of conditions will soon be available on application to J. Amory Jeffries, Chairman, 50 Congress St., Boston, Mass.

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Wee Scot Association Contemplated

An association of Wee Scot fleets has been tentatively formed under the auspices of the Sea Cliff Yacht Club with Dorothy Quortrup, Long Island Sound Champion of the Wee Scots, as fleet captain and C. W. Berberich as secretary. As representatives of the Sea Cliff Wee Scot fleet, they are anxious to build up an association among all the clubs on the Sound which have classes of this diminutive racing sloop, and invite inquiries from owners and prospective owners. Communications should be addressed to Mr. Berberich, in care of the Sea Cliff Yacht Club, Sea Cliff, N. Y., or to Ernest Stavey, Secretary of the Long Island Sound Yacht Racing Association, 11 Broadway, N.Y.C. In existence for fifteen years, the Wee Scots, which are 15-foot Marconi-rigged keel racing sloops, have grown annually in popularity. At Larchmont Race Week last summer an average of 28 boats participated daily.

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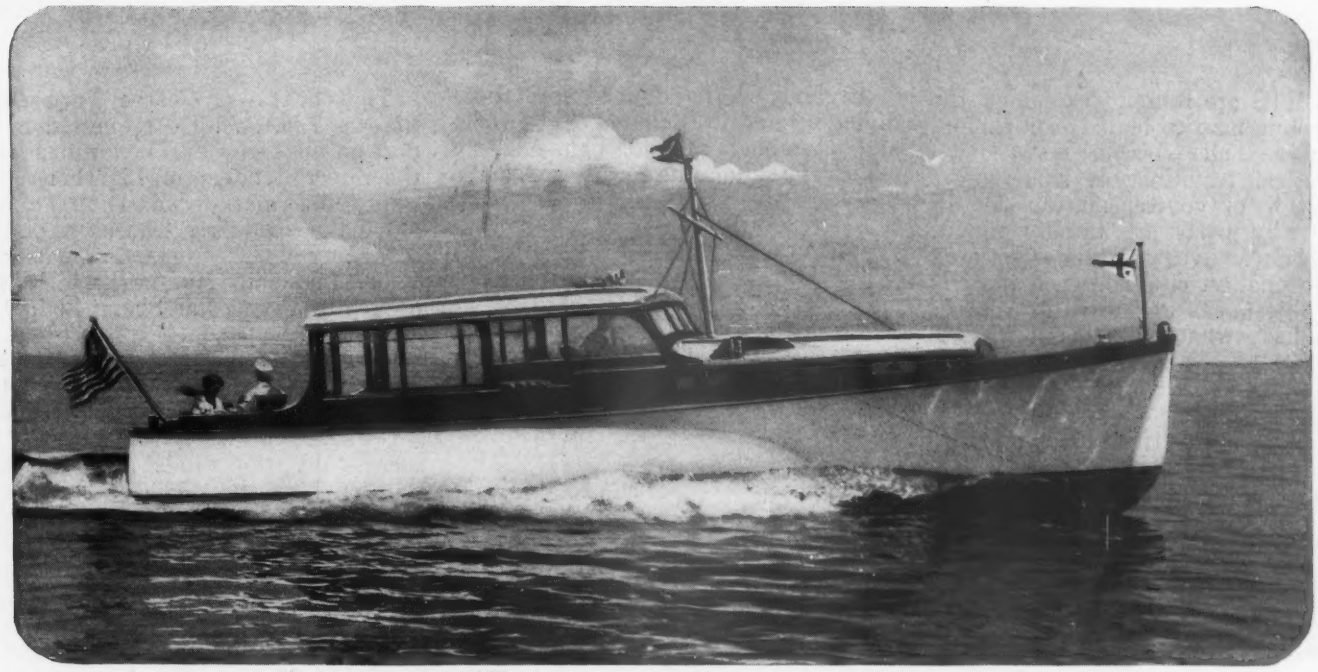
Starlet Association of San Diego

A popular racing class for the youth of Southern California is the Starlet, designed from the general lines of the International Star boats, all measurements having been reduced until a sloop of about 16-foot over all length was developed. The American Starlet Association has recently been formed. Officers elected are Commodore Louis Masten, Vice Commodore Bill Barker, and Secretary-Treasurer Frank Wyatt.



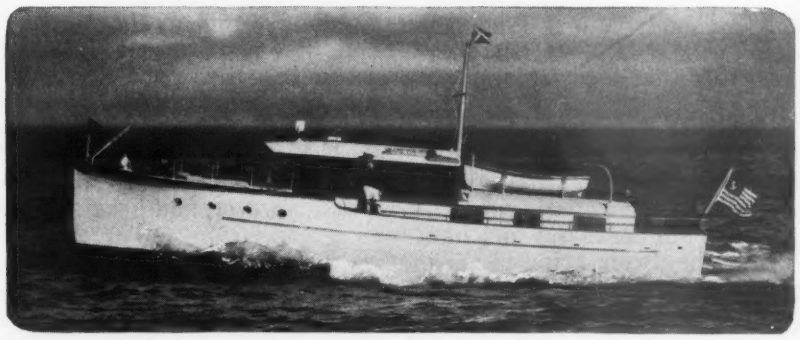
The new Elco Cruisette 41 . . . sleek to look at, super-comfortable to cruise on

Newest and Largest of the Famous Elco Cruisettes Makes Its Bow . . .

"Give us all the features that have made the Elco Cruisette design famous . . . on a *bigger* boat . . . with *separate* accommodation for a skipper" — yachtsmen have asked. The new Cruisette 41, enthusiastically received at the Motor Boat Show, is Elco's answer.

Big, able, gracefully "Fairlined" (conservatively streamlined), the Cruisette 41 is the ultimate in cruisers which the owner can operate himself, with or without the aid of a paid hand. Her extra length and beam give cruising comfort de luxe, and permit a wide choice of arrangements — three of which are illustrated here.

The whole 1936 Elco Fleet offers you a complete selection of cruisers and motor yachts . . . gasoline or Diesel powered . . . with the superior design and construction for which Elco has been famous for 44 years.



The Elco 48 . . . a fast, luxurious, twin-screw Motor Yacht . . . streamlined in design, but without impractical exaggeration. Her arrangement below decks is unusually appealing, with *three* staterooms aft of deckhouse, completely separated from galley and crew's quarters forward. Accommodations for party of six and two crew. Speeds up to 25 m.p.h. From $15,500.

Write for catalogues on individual models and information on Elco's latest engineering achievement — FRESH-WATER ENGINE COOLING.

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The Permanent Exhibit of Elco Cruisers

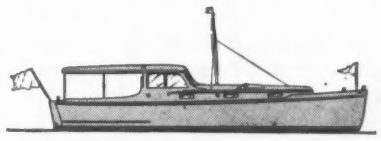
113 E. 46 St. (at Park Ave.), New York City (WIck. 2-3830)

Plant: THE ELCO WORKS, Bayonne N. J.

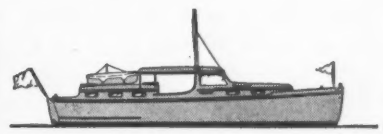
Elco CRUISERS

THE CRUISETTE 41

Custom Model (illustrated above). Sleeps 7 to 9 in forward cabin, convertible deck cabin and skipper's cabin. New Elco "Pullman-Dinette" arrangement (converting into berth) optional. Single or twin screw; speeds up to 22 m.p.h. — with Elco "Vibrationless Power" and Sound-Proofing. From **$8,650.**



Twin Cabin Model "41". For yachtsmen who want extra cockpit space — with two separate main cabins and skipper's cabin forward, sleeping seven.



Double Cabin Model "41". Cabins fore and aft of bridge; separate skipper's cabin forward. Sleeps 7 to 9. Open cockpit aft. Enclosed bridge optional.

OTHER 1936 ELCOS

Cruisette 32 Models — from $2,950
Day Service Boat
Standard Single Cabin
Custom Two Cabin
Double Cabin

Cruisette 38 Models — from $5,350
Standard Single Cabin
Custom Two Cabin
Twin Cabin
"Angler" — Sport Fishing

48′ Motor Yacht — from $15,500

Larger Motor Yachts custom designed and built to order.

IN THE WIND

"PORTS are round," explained the young man to his fair companion, "because — uh — because — well, it's a nautical tradition, or something." . . . Now of course, mates, *you* all know why ports are usually round. . . . A circle gives you the largest area for the smallest circumference and circular objects can be turned in a lathe. . . . That's what *I* found out when *I* asked.

In the wake of the Show: Prosperity is around. . . . Yachting's cornered it. . . . Orders came faster than from a rattled subchaser skipper ramming a dock. . . . A woman couchant in the Pedal Boat, pedalling gravely, told me: "They're very popular at *Cans.*" . . . That cellophane sail kept back-winding Sam Wetherill. . . . The engine telegraphs sounded a twinkling carillon, overtoned by the occasional chime of a ship's bell and the booming of "Stentor" Raymond. . . . Wheels lashed amidships were the rule — to prevent rudders swinging on the eddying crowd. . . . Staring awefully up at the 56-foot flagship, a portly tycoon remarked to his buddy: "Gad, you'd have to have a drydock for the thing, Casimir!" . . . Tiny single staterooms completely furnished made some of the cruisers look like doll's houses. . . . And the dolls all went for the galley with the biggest range. . . . "Only how do you keep the oven level if the boat rocks?" inquired a puzzled matron. . . . Concord was reported at the Lexington. . . . A lot of people seemed to be taking to the Gar Woods. . . . Slogan for the Admiral Farragut Academy Summer School — "Damn the mosquitoes!" . . . And, speaking of Jersey, the state had the flashiest exhibit on the map. . . .

Latest telephone request for advice came from a lady who said, "My small son has just got a very large boat. Where can he learn to sail it?" . . . Such anxious mothers should acquire that practical tome, "Learning to Sail," and join a yacht club which provides instruction for junior members. . . . In my youth the Sail-Ur-Self system was the vogue, provided you could get hold of a leaky skiff and a sheet from the clothes line. . . . The non-capsizable keel boat may not be as good a bet as the centerboard craft for beginners since in the latter they develop a proper sense of respect for the weight of the breeze. . . . Too many kids afloat nowadays are inclined to carry on until they blow out their sails or lose their sticks. . . . Either experience may be classified as merely exciting or exhilarating, and, in a way, perhaps a badge of courage. . . . But capsizing is definitely ignominious and therefore unforgettable.

His Majesty's regiments supply so many capable enthusiasts to the ranks of yachting that it's occurred to me the British Army knows more about sailing than the American Navy.

Anybody who has donned one of those diving helmets in Bermuda or elsewhere and stumbled around light-footedly among the submarine gardens will agree

that the experience lacks the thrill that motivates repetition. So, according to our buoyant contemporary *Le Yacht*, thought Commandant Le Prieur, who is noted for many contributions of various devices to promote the efficacy of undersea warfare. . . . Le Prieur has banished the monotony of subaqueous strolling with the invention of a gun (no water pistol) which aims to make the hitherto aimless business into a legitimate sport — fish-shooting, no less. . . . It ought to be a lot of fun. . . . Water spaniels, I suppose, could be used to swim about over the coral blinds and retrieve the slain barracuda, morays, lobsters and other big game fish as they floated to the surface. . . . No doubt there would be some conflict with fishermen. . . . The hunters would find it difficult to resist lurking under parties of anglers and knocking off the fish before they took the hook. . . .

A model (girl) at the Show stood in rapt attention before that striking photograph of Rosenfeld's depicting an Atlantic Class boat, an "Eight" and an "M," symmetrically aligned so that their sails pyramid. It was a miracle shot. . . . The girl said, "Gosh, they must have posed that one over and over before they got it!"

At the Anchorage there was a model of a new 16-footer exquisitely constructed. All her working parts worked. Her only defect was her sails, which had shrunk when they were being cleaned and pressed. Ratsey offered to make her a proper new suit — and did. . . .

"The maximum velocity of the wind (at Frying Pan Shoals) on the night of November 16 (last) was forty miles an hour; it may have gone to fifty in the squalls. . . . I was writing the log at the time . . . the man on watch said that a small boat was passing and it looked to him there must have been some good sailors on that boat and that she must have been a stout one to ride the sea that was running then. . . . I have been in some pretty bad weather but I would rather go through the worst of it where I was than to be on that boat that night. . . ."

That boat was George Townsend's *Cheerio Too*. . . . He requested a report on meteorological conditions from the Superintendent of Lighthouses at Charleston and received the above naive but flattering transcript of the testimony of the commanding officer of Relief Lightship No. 109, which was occupying Frying Pan Shoals Lightship Station at the time.

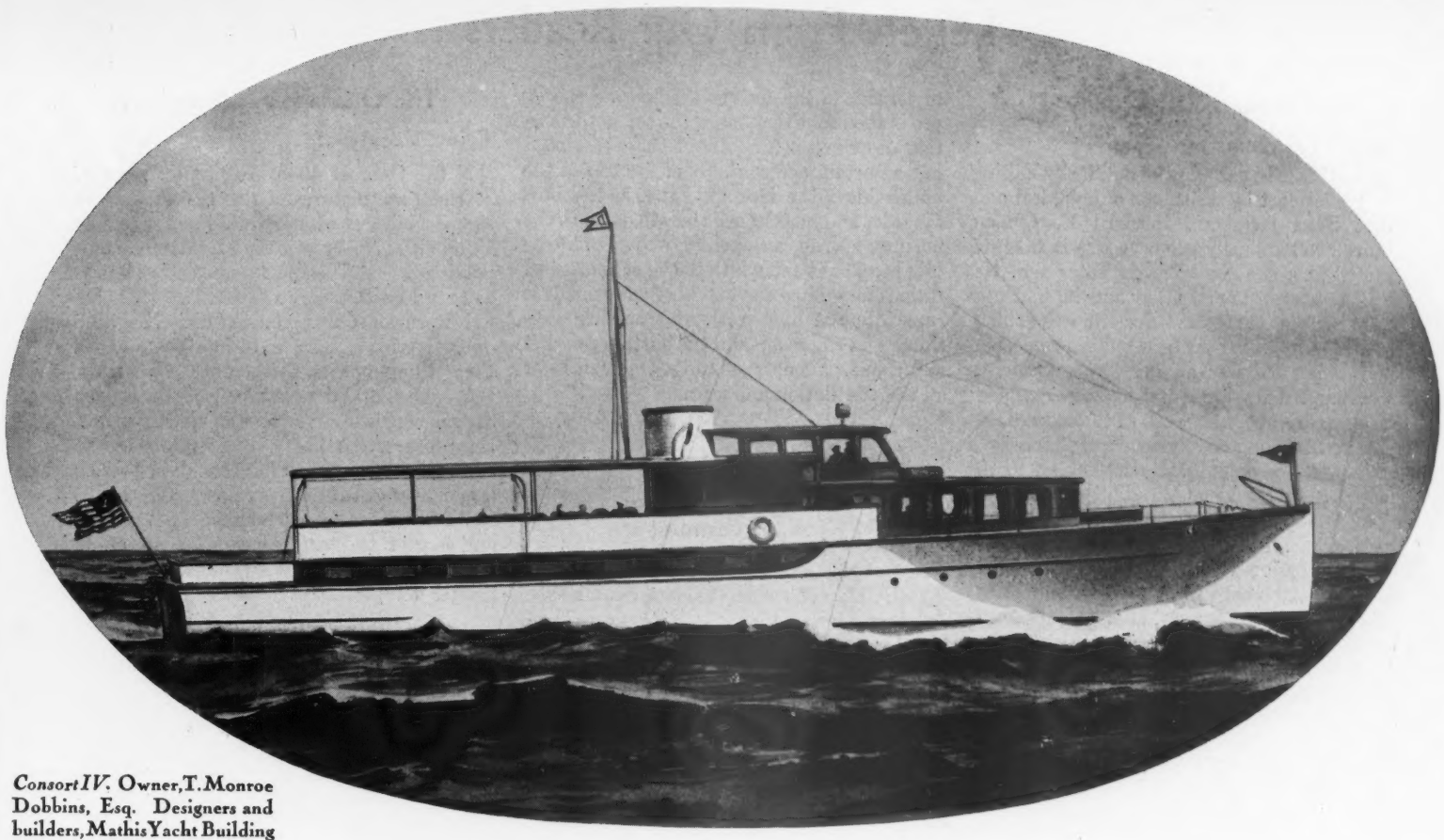
Wrote the Superintendent of Lighthouses: "It appears that your motor sailer . . . must be a very staunch and seaworthy craft to have withstood so successfully the winds and seas encountered on the night of November 16th."

The plight of those nudists aboard the schooner *Fleetwood* was pitiable. They wanted to sail from Tampa to the Virgin Islands but couldn't sign on a navigator because none was available who would strip for action.

"Don't Give Up The Ship" was the fighting slogan adopted by the hearty lady who refused to budge from her quarters aboard the ancient schooner rejoicing in the romantic name *Snetind*, when the vessel was ordered removed from her berth at an East Boston wharf where she had been rotting for sixteen years. . . . The owners were supposed to give the old craft decent burial but they reckoned without the unsinkable dame aboard, who is now in full and triumphant possession . . . "occasionally visible at a porthole," as one reporter happily expressed it. . . .

A boatbuilder who ought to be a raconteur — and is — dropped in the other day to discuss his problems. One of them is not that of maintaining a 24-hour watchman service at his yard. He has this for four cents' worth of dog biscuit a day, he explained, and no capital investment. Here's how. . . . Some time ago a friend presented him with a hound dog. . . . The faithful beast can't be persuaded to leave the yard, night or day, and is warranted to take the seat out of the breeches of any interloper. . . . He has a nose for clients, however, and licks their hands.

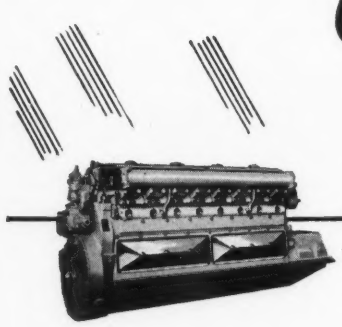
Someone told the builder that he had a smart dog. "He's smarter 'n *I* am," was the reply. "He understands everythin' I say. . . . I understand only *some* of what *he* says."



Consort IV. Owner, T. Monroe Dobbins, Esq. Designers and builders, Mathis Yacht Building Company. Overall length 90 feet. Beam 18 feet. Draft 4 feet

Compact Diesel Engines

MEET SPACE LIMITATIONS



TODAY'S modern yacht is built to provide for full comfort afloat . . . every possible inch of space is devoted to commodious quarters and smart appointments. In keeping with this new design trend, the demand for compact Diesel power becomes paramount on the part of both naval architects and boat owners. The new model 233 Winton-Diesel engine is the answer . . . a high-speed, compact unit, suitable for exacting power installations. The *Consort IV*, a beautiful new cruiser yacht now under construction for T. Monroe Dobbins, Esq., is powered with two of these new 233-8, eight-cylinder Winton-Diesel engines, developing a total of 400 h.p. at 1400 r.p.m. Each engine is equipped with reduction gear. Winton's latest engineering advancements provide increased power in limited space . . . a factor that promotes efficiency in modern yacht performance.

Symbol of Economy and Dependability

WINTON ENGINE CORPORATION

CLEVELAND , , OHIO , , U. S. A.

Letters From Our Readers

A Memorial Trophy

Editor, YACHTING:

ALMOST a year ago the Sandusky Sailing Club lost by death one of its oldest and best liked members. Bernard E. Lyman moved to Sandusky when he was in his late seventies, some six or seven years ago. He was a veteran boatbuilder, and he had not been long in Sandusky before he was sailing in a 15-foot clinker cat boat of his own design and build. He was an inveterate sailor, a smart and able skipper and on every race day his gray head could be seen at the tiller of his cat. Mr. Lyman actively encouraged the club in its early days and endeared himself to all members by his friendly and helpful ways.

Almost spontaneously, a movement started to provide a trophy in his memory. After some discussion, this trophy was established as an annual award to be given for seamanship and care of the boat. It is a representation, in silver, on a small walnut screen, of the *Neva*, a 65-foot sloop designed and built by Mr. Lyman some forty years ago when he lived in Cleveland. The screen and silver design are the work of Frank Smith, a club member. A silver pin, the letter "L" filled with white enamel to represent a sail, is awarded each year to the winner of the trophy.

The Sandusky Sailing club believes that often too much emphasis is on winning races. The traditions of sailing, in which Mr. Lyman was so deeply versed, are important in many ways and are likely not to be so considered by youthful sailors. Chester Dunkel, the first winner of the award, was an easy choice. He sailed his boat often, her gear, bilge and hull were always sweet and clean. He proved himself proficient in handling his sloop and, although not a first place winner in our series races, he turned out regularly and always sailed a good race.

The five requirements on which the award is based are: 1. Care and maintenance of boat and gear; 2, ability and skill in maneuvering in confined areas; 3, ability and skill in landing and making sail; 4, competent and efficient handling during races and regattas and, 5, upholding the traditional spirit of sailing and seamanship.

CARL MILLER

Sandusky, Ohio

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Hints for the Cruiser

Editor, YACHTING:

POSSIBLY the following may interest your readers:

I have used the weight on the anchor rode, described by Claude Worth and Henry Howard, and it is worth its weight in gold.

I adapted the same idea to the boat boom painter for my eleven foot tender, the weight used being about fifteen pounds. It absolutely prevents all snapping and jerking, even in a high wind and considerable chop.

I arranged a scoop of canvas under the fore hatch of a small boat, the pieces at the sides being triangles with the apex down, with a square piece closing the after side of the hatch sewed to the sides. This scoop comes about two-thirds of the way down from the under side of the deck to the flooring and its top is about one foot below the top of the curtain described below. About three feet aft I put a curtain across the boat, its top at the under side of the deck and cut so as to follow the sides and be fastened thereto down to the bottom, leaving an opening above this curtain the height and width of the cabin house. Rain comes down the hatch, of course, but it runs into the bilge without troubling anything, and the scoop and the curtain prevent any coming aft on the bunks. One can have all the ventilation one wants.

WM. BROSS LLOYD

Boston, Mass.

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A Suggestion

Editor, YACHTING:

BRUCE and Sheridan Fahnestock, who are here now in their yacht *Director*, have urged us to write you in regard to the Transpacific race to Tahiti during the summer of 1936, thinking that it might be of interest to you and your readers.

I have sent a letter to the California Yacht Club, of Los Angeles, which details our suggestions for the race, the negotiations still being in their formative stage. There has long been keen competition between the Atlantic and Pacific yachtsmen, but the difficulty has always been to get the two fleets together. The deterrent has been the long run against head winds from Panama up to California. Our suggestion to have the two fleets meet in Tahiti and then race back to California *via* Honolulu seems to us to overcome this difficulty.

Anything you can do to encourage interest in this event would be very appreciated.

TAHITI YACHT CLUB,
PRESTON MOORE, *Rear Commodore*

Tahiti

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A Fast Passage

Editor, YACHTING:

HAVING recently completed, at Norfolk, Va., the first leg of a voyage from New York to Nassau in a 50-foot over all Nova Scotia-built schooner yacht, I would like to know the record time for a boat of similar size from New York to Norfolk, Va., dock to dock?

We ran into the gale which blew on the Jersey coast November 15th, 16th and 17th. It was a fair wind for us and our time was as follows:

Left New York (N.Y.Y.C. anchorage) 5:00 p.m., Nov. 14.
Off Cape May Harbor..11:10 a.m., Nov. 15.
Arrived at Norfolk, Va. 2:00 p.m., Nov. 16.

making the run, dock to dock, in exactly 45 hours.

We carried a crew of three, used the motor to a point opposite Coney Island and at Norfolk for docking purposes only. Carried our three lowers until midnight of the 14th, when the jaws of the main gaff carried away. We ran under foresail and jib until midnight of the 15th and then foresail only to Norfolk.

J. A. MEAGHER

Toronto, Ont.

The Quanapowitt Skimmers

Editor, YACHTING:

IN the October 1935, YACHTING, page 57 there are pictures of the 38-foot Class A sloops and the winner, *Sea Fox*, sailed by Edmund Pillsbury of Lake Minnetonka. Is it possible to get specifications of this boat so as to reduce the size to 14 feet?

I have started a class, which has been operating for a year, of 14-foot boats called the "Quanapowitt Skimmers." One boat, *Q.S.7*, owned and sailed by Charles Robert Scrymgeour won five races in six starts in a class of fourteen boats. I am interested in seeing how close our boats are in design to the larger boats used on the Mid-western lakes.

We have six new boats under construction, and expect to start construction of more. Boats are constructed by ourselves, using master templates for one-design.

CHARLES A. SCRYMGEOUR

Wakefield, Mass.

\+ + +

Seymour Narrows

Editor, YACHTING:

SO OFTEN you publish in your gossip column superior remarks about the "Hollywoodenheads," etc., that I cannot resist the temptation to take a slap at you when you go astray.

For your information, "hazardous Seymour Narrows" are really hazardous. Even the big ships approach them with caution and lie over if there is fog. As for the whistle story, the ground around the Narrows is comparatively flat, so it wouldn't work and, anyway, the channel is too narrow to monkey with that. It never gets cold enough there to freeze salt water, even around the edges.

The tide, by the way, runs as high as 15 knots in the narrows and forms whirlpools large enough to destroy heavily built fishing boats 30 to 35 feet long. Last year a 65-footer from the North Pacific halibut banks went down there. To top it off, there is a large semi-submerged rock in the center of the channel. Pleasant place in a fog!

However, you can go through in a row boat at slack water and shipping (and yachting) schedules are arranged to those times.

W. C. BRITT

Seattle, Wash.

YACHTING'S *Telltale* was serious in qualifying Seymour Narrows as "hazardous." . . . His authority for the story of a vessel's whistle freezing, so that she was unable to locate her position in fog by the time between blast and echo, was the Associated Press.

\+ + +

Is This a Record Fleet?

Editor, YACHTING:

DURING the Motor Boat Show I heard of some one who had owned more than twenty-five yachts, which seems an unusual number of pleasure craft to carry one man's colors. Are there or have there been many yachtsmen who have owned a more numerous fleet?

LANDSMAN

Boston, Mass.

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Any man who knows fine whiskey knows
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and he knows it's the patriarch of
Kentucky straight bourbons
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OLD GRAND-DAD

STRAIGHT BOURBON WHISKEY — BOTTLED IN BOND — UNDER U.S. GOVERNMENT SUPERVISION

A Good Guide NATIONAL DISTILLERS *to Good Whiskey*

1936 The A M S Division of National Distillers Products Corporation, Louisville, Ky.

Blue Water

From a Painting by Howard French

YACHTING

Volume LIX MARCH + 1936 Number III

With water sails and "save alls" to catch every draft of air, the "Thistle" averaged 10.11 knots for six consecutive days

Ocean Racing

The Event of 1905, the Heyday of Racing in Large Yachts

By ALFRED F. LOOMIS

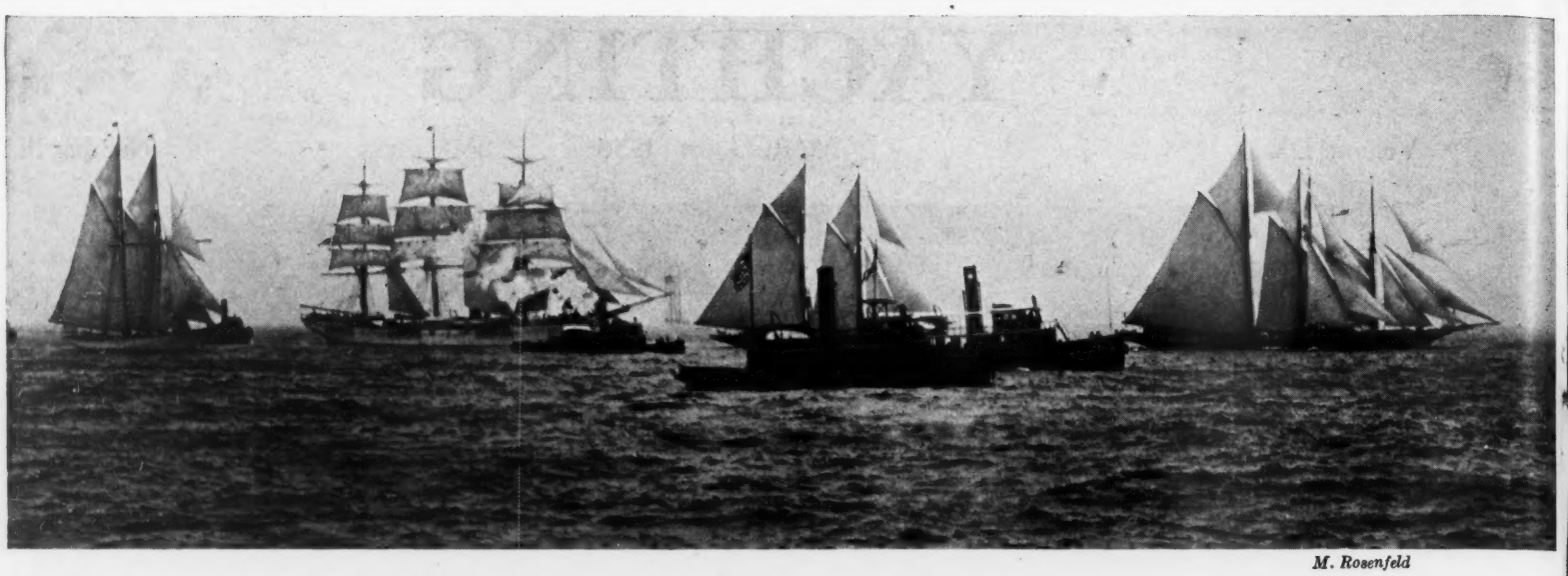
IN THE race of 1905 the record of the three-masted schooner *Atlantic* overshadows every other incident of the fourth Transatlantic contest. Favored by fresh breezes and strong quartering gales and by a hull speed sufficient to keep her in them, *Atlantic* raced from Sandy Hook to the Lizard at a pace that swept her into the gallery of imperishable fame.

But the dramatic interest of the race did not end when the German cruiser *Pfeil* timed the winner of the Kaiser's Gold Cup off the grass-grown headland. It flared up in the news thirteen years later when, in the heat of national fervor, Wilson Marshall gave the $5000 cup to the Red Cross to be auctioned off so that its worth might ameliorate the suffering inflicted on American soldiers by the trophy's donor. The famous trophy netted $125,000 in a series of auctions — a rather handsome return on the donor's original investment. Then, at a patriotic rally in New York, an official broke the cup to see the color of its gold. And, like so many of the Kaiser's pretensions, it proved to be base metal, thinly plated.

Nor did the drama of the historic race begin when the contestants for the cup came to the starting line. In the last year of the nineteenth century the Atlantic Yacht Club, a Brooklyn organization now inactive but then almost rivaling the supremacy of the New York Yacht Club, quickened the moribund sport of ocean racing. It revived it, that is, to the degree that racing could take nourishment from a little contest between Montauk Point and Sea Gate where the Atlantic membership had their clubhouse. Of this race a commentator of the day spoke glowingly: "The distance is about 130 miles, and after passing Montauk Point there is no refuge for large yachts until the finished is reached." At these words the bones of the *Henrietta*, winner of the race of 1866, stirred uneasily, and I have no doubt that pious expressions left the lips of the aged Bully Samuels.

Yet this temerarious adventure, partaken of by four schooners and two sloops, and fortunately consummated by all of them without disaster, hauled the sport back from the brink of a rocky grave. It was won in the schooner *Katrina* by Robert E. Tod, who was vice-commodore and soon to be commodore of the Atlantic Yacht Club, and it started in motion the forces which brought about the race of 1905. In 1902 and 1903 the Atlantic organization gave seven races, ranging in length from 90 to 525 miles, and to these events Commodore Tod brought a new schooner, *Thistle*, and an unbounded enthusiasm for the sport. In culmination, he proposed in mid-September of 1903 that an ocean race to England be arranged for the spring of 1904, so timed that the contestants could carry on in a scheduled race from Dover to Heligoland.

In response to a suggestion from Commodore Tod, Sir Thomas Lipton came forward with the offer of a cup, and the race became a certainty. But when His Imperial Majesty



M. Rosenfeld

heard of the proposed event he said he had had it in mind to offer a cup for a Transatlantic race himself, and intended to give it through the New York Yacht Club. It was now Sir Tommy's turn to do the sporting thing, as he seems invariably to have done in a lifetime of international yacht racing. Being apprised of the muddled state of affairs, he cabled the Kaiser, stating that in the best interest of the sport he would withdraw his cup, confident that the Atlantic and New York Yacht clubs would handle the race in accordance with His Majesty's wishes.

In the subsequent negotiations over the management of the affair, which dragged out until the race was postponed a year, to 1905, the Atlantic Yacht Club apparently was lost in the shuffle. The preliminary arrangements finally were handled by a sub-committee of the Imperial Yacht Club, of Kiel, whose chairman was the German Naval Attaché at Washington.

As first contemplated the race was open to sailing yachts of 100 tons American Custom House measurement or upward, but this limit was dropped to 80 tons when Dr. Lewis A. Stimson, owner of the 86-ton schooner *Fleur de Lys*, made known his desire to participate. Much good black ink was shed over the courage and hardihood of a man who would take to sea a toy vessel of this size (108 feet over all, 87 feet water line); and by comparison with the 648-ton ship *Valhalla*, the world's largest auxiliary yacht, which beat her to the finish by nearly seven hours, *Fleur de Lys* was indeed a midget. But I break the thread of history to point out that *Dorade*, winner of the Transatlantic race of 1931, measures 37 feet water line to 52 feet over all, and that the smallest contestant of 1905 was nearly fifty per cent larger than the largest yacht that is eligible to race today. So much for the progress of the sport, for we now know that mere size is no guide to the sea ability of a yacht.

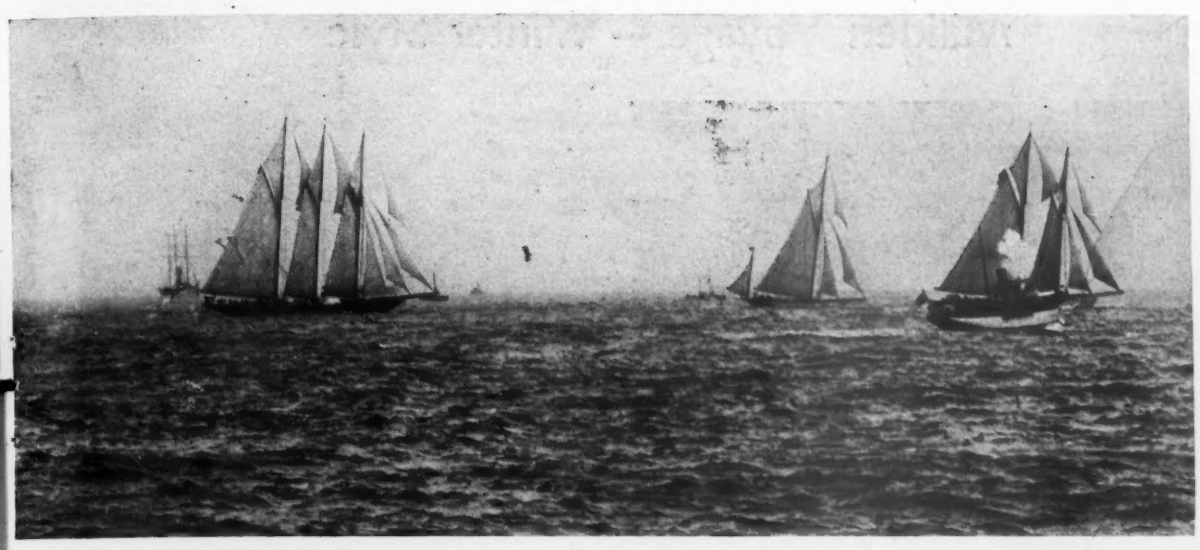
Conditions for the race as laid down by the Imperial Yacht Club were simple and workmanlike. There were no handicaps or time allowances. Auxiliaries were required to remove propellers from the shafts, but the propellers were permitted to be carried aboard. There were no restrictions as to size or kind of sails and, indeed, sails were mentioned in the instructions only in a short paragraph setting forth that by mutual consent steam power would not be used to hoist them on auxiliary schooners. We have since retrograded from this ideal of non-interference, for in sundry races of recent years committees have told us what kind and number of sails may be carried and how they must be shaped; and I consider this a retrogression because, as ocean racing yachtsmen learn more and more what sails the Lord will permit them to carry, sponsoring committees should insist less and less on imposing their own limitations.

Eleven yachts, representing three nations, came to the line at Sandy Hook on the day of the start. As that day was shrouded in dense fog, the race was postponed to the morrow, May 17th. Back they went to anchorage in the lee of Sandy Hook, and at ten of the morning of the seventeenth they were towed out by their tugs to cast off and jog through a fleet of yachts and excursion steamers. Eleven was the greatest number of competitors to take part in any Transatlantic race and, in point of beauty as well as number, this was a fleet to fill the eye.

Considering them alphabetically, there was, first, the *Ailsa*, 89 feet water line, 127 feet over all, the only yawl in the race. She was designed in 1895 by Will Fife of Fairlie, had raced successfully abroad, and had aroused Thomas Fleming Day, the forthright editor of *The Rudder*, to exclaim, "She is the only entry that was not designed and built as a cruising boat and, as she is a most unsuitable type of vessel for ocean racing, it is rather surprising that she was allowed to enter." Day's pessimism was to be justified by an eight-hour period in which *Ailsa* was hove to, but her racing lines and long overhangs neither caused mishap to her crew nor brought her to the Lizard among the leaders. *Ailsa* was owned by Henry S. Redmond, the only owner who was not aboard. She carried Grenville Kane as owner's representative.

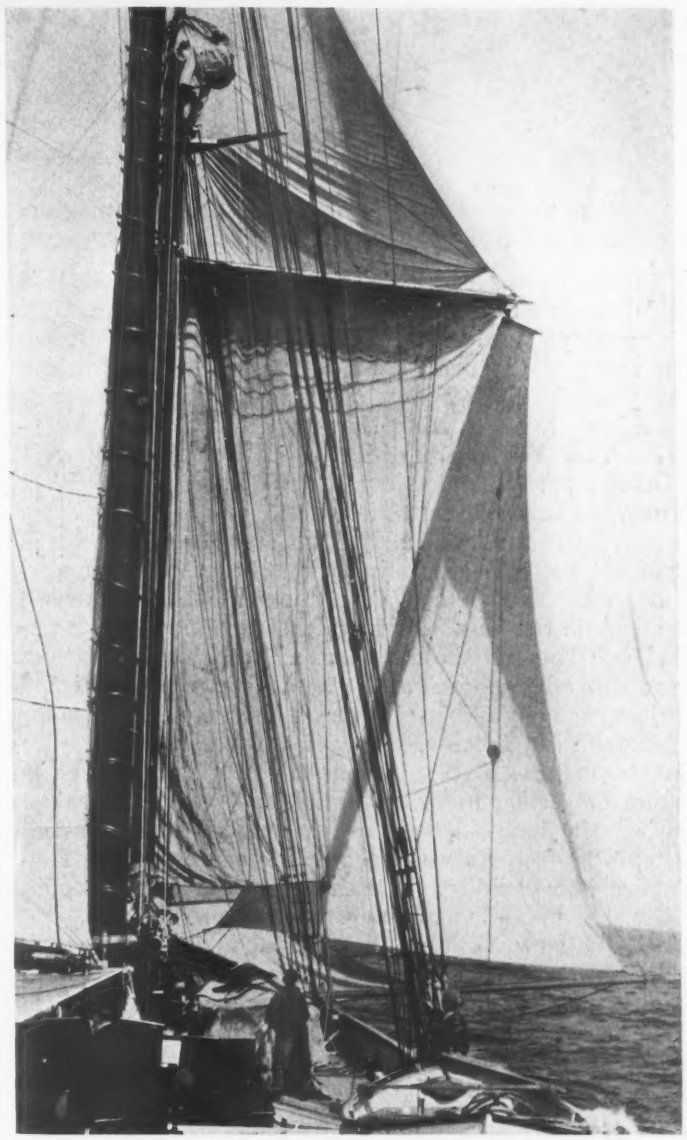
Next in the alphabet came the *Apache*, a bark owned by Edmund Randolph and, like *Ailsa*, flying the colors of the New York Yacht Club. Her black hull was instinct with power and beauty and, with her high steeved bowsprit and the square yards on her fore and main, she was a sight that has since almost perished from the sea. But she was not a serious contender in the race, despite her length of 168 feet water line and 198 feet over all, and, alas, her course was to take her out of the strong winds of the Gulf Stream, which she needed to make her move, and into such light airs that she finished a week behind the winner.

And here she was, the three-masted schooner *Atlantic*, designed by William Gardner, and owned by Wilson Marshall. I was not there to see her start her most famous race, but she has overtaken me twice toward the close of Transatlantic passages, and I need no one's say so that she is one of the loveliest vessels ever built. Whereas other schooners of her size (189 feet o.a.) seem to take to the water grudgingly, *Atlantic*, with her low freeboard and sweeping sheer, assumes the dignity of the sea and becomes one with the beauty of her native element. Her masts have exactly the right dissimilarity of rake, and the silhouette of her canvas could not be more perfectly proportioned. Though *Ailsa* beat her



The fleet that got away on May 17th in the race of 1905 was colorful and highly mixed. "Hildegarde" is leading, followed by "Ailsa," "Atlantic," "Utowana," "Hamburg," "Endymion" (behind tugs), "Valhalla," and "Thistle"

Below. "Thistle" in light weather garb with the wind aft, swinging squaresail, raffee, stunsail, and a "save all"



across the starting line, *Atlantic* looked every inch the thoroughbred and the winner.

It is too bad to have run out of superlatives, with *Endymion* next on the list. For this two-masted schooner, designed by Clinton H. Crane and flying the colors of Commodore George Lauder, Jr., of the Indian Harbor Yacht Club, was another esthetic joy. She was much smaller than *Atlantic*, her over all length being, at 135 feet, that of the three-master's water line; but such was her beauty of line with its attendant promise of speed that in 1900 she cruised from Sandy Hook Lightship to the Lizard in the amazing time of 12 days 19 hours and 58 minutes, averaging nearly 10 knots for the distance. In so doing she established a new yacht record for a Transatlantic crossing and set herself apart as a vessel to be reckoned with in any ocean race.

Fleur de Lys, already mentioned as the smallest entry, was designed by Edward Burgess, whose racing sloops thrice defended the America's Cup. As she drifted to the line in company with her larger sisters, she enjoyed several other distinctions which set her apart from the others. She had on board Miss Candace Stimson, daughter of the doctor, the first woman to engage in the arduous sport. *Fleur de Lys* also carried in her afterguard a young man named James B. Connolly, popular author of books about the Gloucester fishermen. Furthermore, as skipper this favored schooner boasted Tommy Bohlin, only a little less renowned in the occult art of coaxing speed from wind wagons than the famous Captain Charles Barr who commanded the *Atlantic*. Being a Gloucesterman, Tommy Bohlin had a weakness for the Banks and, in company with three other skippers, chose the route across them. We shall see later what good it did them.

And there was the German entry *Hamburg*, a fine vessel designed by Watson and built in England, but owned by the German Club Seefahrt and carrying the hopes of the Kaiser. She was a handsome black schooner with 116-foot water line length and moderate ends, and she was to demonstrate her ability in light airs by overtaking and passing *Atlantic* before the race was six hours old. But in the darkness of the first night she lost this advantage when one of the bridles for her main sheet gave way and she hove to for repairs. Just why she was obliged to heave to when in a northwesterly wind she might have reached along her easterly course while repairs were going forward, was not revealed in the log of Adolph Tietjens, her managing owner. Yet this trivial detail is worth remembering in consideration of the fact that *Hamburg* finished the race nearly a day behind *Atlantic*.

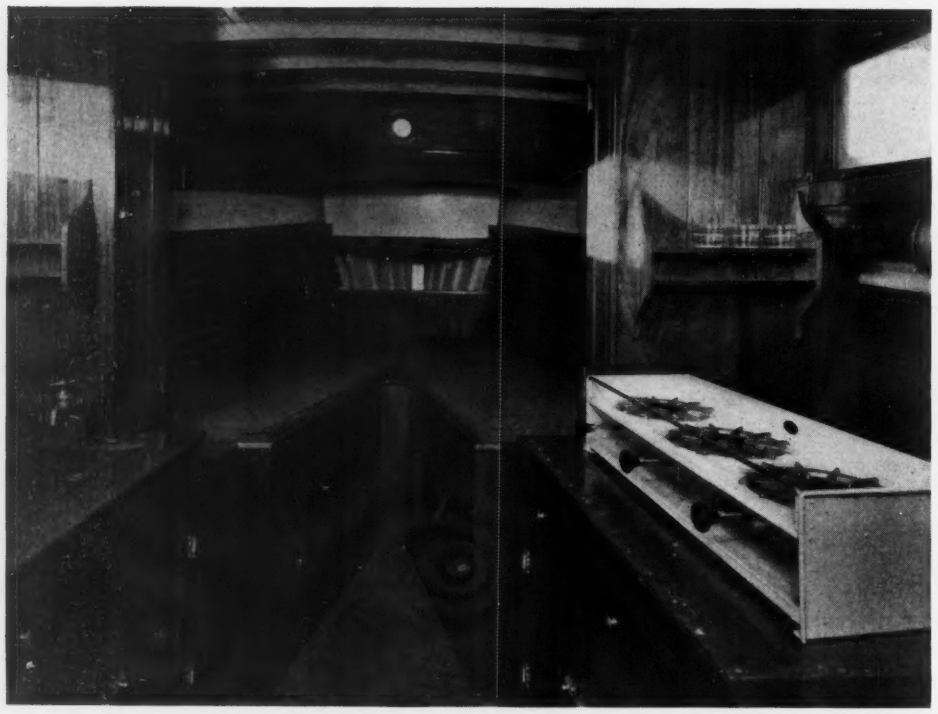
A steamer flying the Imperial Yacht Club burgee and anchored three-quarters of a mile east of Sandy Hook Lightship fired the preparatory gun at noon, and now the eleven yachts jockeyed for position in a light easterly air. With the gun at 12:15, *Hildegarde*, next on our list, crossed the line astern of *Ailsa*, with *Atlantic*, *Endymion*, and *Hamburg* following close. *Hildegarde* was a 103-foot schooner, 135 feet over all, and it is a matter of interest that in these dimensions she was almost identical with *Endymion*. *Hildegarde* was all set for the northern route over the shoals, and she was destined to be the first to finish of the four which went that

(*Continued on page 119*)

Maiden Voyage — Winter Style

By

THEODORA FOSTER



One of the requisites of "Black Penny's" design was plenty of galley and locker space

HAVE you ever tried to realize a dream and put it in the water and make it run? If you have, this little Odyssey will set up sympathetic vibrations in your soul and you may understand the real thrill of the maiden voyage of the *Black Penny*. After all, it is no great feat to sail a boat from Boston to New York, but there are inauspicious moments for everything.

On an August morning, a year ago, the brain child, *Black Penny*, was born. She passed a troubled childhood on smudgy pieces of paper and, like all the first-born, caused no end of argument between her doting parents. It must be understood, in the first place, that these parents were the veriest amateurs in the boat designing field, that the weather was good and hot and the fishing fine. The Maine coast has never seen a finer month of August and *Penny* was designed for just such days. She was to have loads of deck space for fishing and sun bathing, plenty of galley and locker space and two motors. Deep sea fishing had taught us that a safe chance of getting in was essential. After a great deal of erasing, the impossible seemed accomplished. It was all there, in 36 feet. All we needed now was the price and an optimist who would try to transform the angel child into an object that would live and move and stay afloat.

Back in New York, months passed in interviews with builders who wanted too much money and owners who claimed their darlings were just what we wanted, could we but see it their way. Some time in the spring we found a reasonable gentleman, whose heritage was the Maine coast and stout fishing craft, who agreed to transform a rough sketch into a blueprint and that blueprint into a really seagoing boat. When summer came again, on a sizzling day in July, the two greenhorns watched the laying of the stout oak keel. Any day now we would sail out of Boston Bay!

With ill concealed impatience, we commuted from New York to Boston. The details seemed endless. Week after week we watched "Cap" progress from the hull to the engine beds, from shaft logs to cabins. August passed, and September — and still there was more to do. The days were getting shorter and the winds grew daily colder. Someone suggested that we wait till spring to bring her down, but a berth in City Island awaited her and down she was going to come. We sympathized heartily with our harassed confederate, the builder, dealing with two such inquisitive ignoramuses, but we must have our wonder child. One by one our eager volunteer crew edged away. When the first of November came, we knew that only the enthusiasts, ourselves and the Captain, who had spent such painstaking weeks on her timbers, remained to guide *Black Penny's* first footsteps.

On Thursday, the 14th of November, she went overboard into the Mystic River. We didn't see her go. Next day we were on a train, loaded with blankets and mittens, charts, pots and pans, and cans and cans of food. We met her in South Boston, snugly tied to a pier, neatly protected from possible northerly gales. Perhaps that fact gave the wind ideas; anyway, it blew — and blew hard! We stayed close to shore, running small circles to tune up the motor, and studied the weather reports. They favored light northerly winds and, perhaps, rain. Well, far be it from me — but you may have read about that storm. On Sunday, the Cunarder failed to put into Boston Harbor for the first time in some fifty years. But we did — we had to! Alone in that harbor, we headed back for the yard up the river, and she had to sail all the way across to get there. The wind blew the isinglass out of our summer canvas top, but all the claims for her hull were justified. She could take it — a darn sight better than we could! Shivering in a heavy storm of sleet, we anchored her and went back to our train, cold and disappointed but we had had fun. And we had a swell boat!

By now, everyone knew we were idiots looking for trouble and I no lady, to venture forth in search of pneumonia. Sympathy for our efforts was quite lacking. One does look a little silly in an express cruiser, however husky, against a snow-covered landscape. Yet the next Friday, the morning of our final effort, was a perfect summer's day. A land fog delayed our start but at nine o'clock we were abeam of Boston Light. "Cap" was no navigator but he knew the waters through the canal. Skipper had never sailed a boat west of Portland, and the first mate and galley slave had never sailed east of New London, but we had attended a navigation school and had too many charts for the rack. Life was delightful as we pursued a lonely course at half

speed — new motors, you know — past an occasional trawler. If only the sun wouldn't "draw water!"

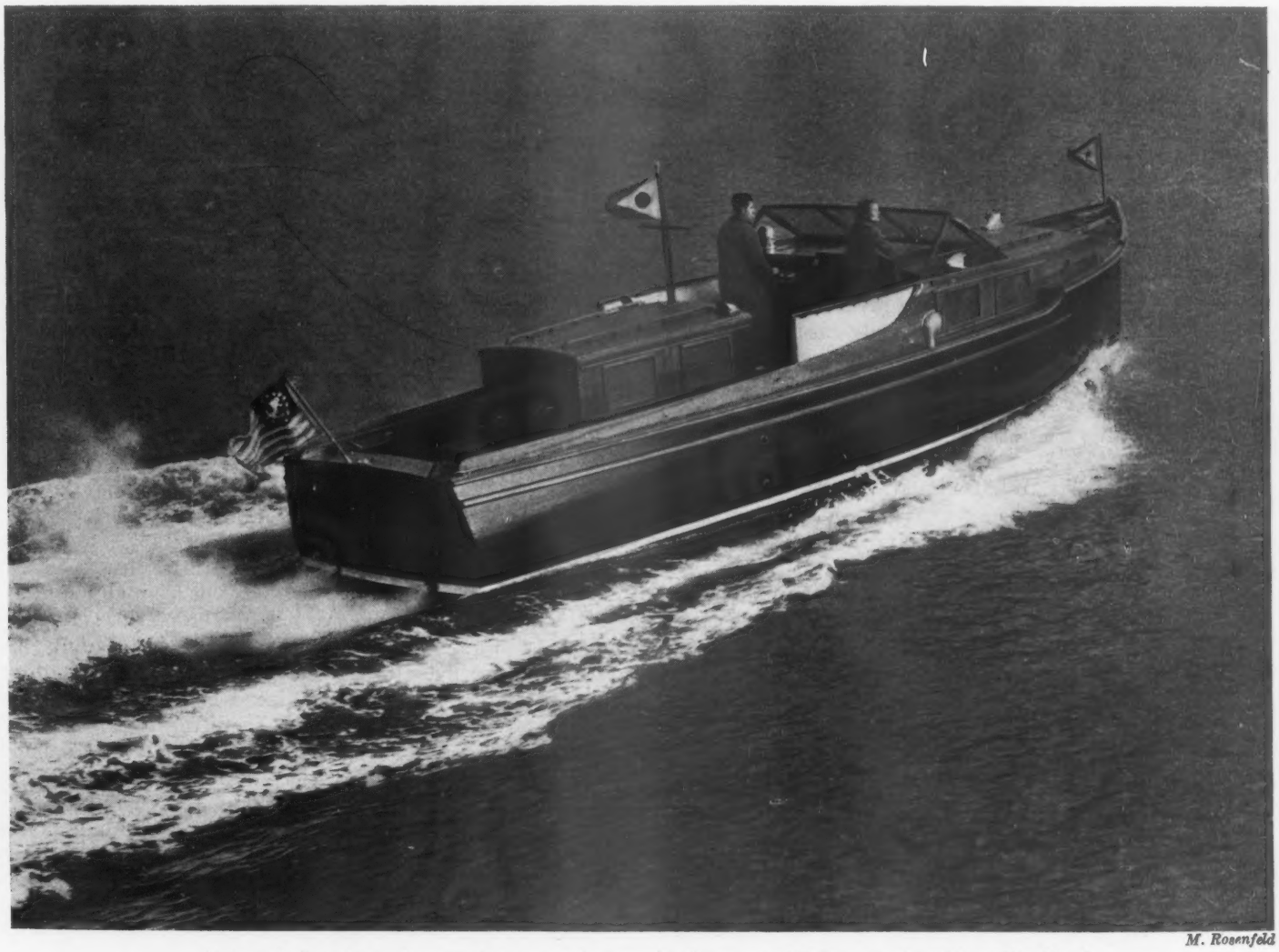
Three o'clock found us moored precariously to a gasoline dock at Onset, just west of the canal. It was very drab, no floats, no boats. The kindly proprietor unlocked his storm door and unearthed his last gallon of oil. It was a lengthy process and, with only an hour of daylight to go, we decided to anchor and call it a day. "Cap" said it looked to blow a bit come evening. He was right; it blew plenty! By morning the northeaster was doing its best and Buzzard's Bay was no place for three wayfarers with nothing but an alcohol stove to keep them warm and dry. The supply of cans was holding out nobly — I had never seen an alcohol stove and had had little faith in its powers — so we stayed where we were. Of course, it was cold, and washing was a horror to be avoided, but we kept our clothes on and liked it!

It blew all day and it blew all night. Morning brought no change, but we were young and impatient and wanted to go somewhere. So up with the anchor and out of the harbor before the gale. In half an hour the pots were leaping from the stove and the 40-mile run to Point Judith was unthinkable with the wind abeam. Yet we could not face running dead into it back to Onset. Digging out the chart, we discovered Pocasset, just around the corner. Wing's Neck Light was flying northwest storm signals but, just as we rounded the point, the keeper came out and hauled them down. Skipper and I were tremendously cheered by this maneuver but "Cap" said, "Hell, he knew it couldn't be much of a storm when he seen us out here." And that was that. Later that afternoon we learned that the keeper was merely switching to northeast storm signals.

Pocasset proved a charming but entirely desolate haven. A derelict mooring supplemented our lone anchor, to insure against dragging (though none of us slept much for fear we would). A solitary clamdigger presented us with the sweetest clams man ever ate. A two-mile walk was good for cramped legs and brought us to the lighthouse. Uncle Sam kindly allowed us to reverse the charges over his telephone and warm ourselves by the stove. I only wish *Black Penny's* galley were always as neat as that keeper's house. It stimulated our waning vanity and the maid of all work admired one of the more beautiful sunsets over a can of brass polish. It grew steadily colder, but clams stewed in butter were delicious and, beyond the discomfort of a curious cross-roll, set up by the rising tide, the night was not impossible. There was only the uncomfortable possibility of three lost jobs facing us, for we should have been in New York — and here we were two days away. But we couldn't leave her now, after what she had been through, so we sat tight and prayed.

At five o'clock Monday morning, it looked like rain. At seven, the sun was out. We finished our last three oranges, burned ourselves on our porridge and were off. Out around the lighthouse again and on to Hen and Chickens. Perhaps now we could fill in those columns in the neat little log we had so carefully ruled by the lamplight back home. All the carefully tabulated courses and distances would be used after all. With paper stuffed in the dishracks and the water jug lashed fast, we prepared for the horrid cross chop off New Bedford. It splashed a bit, but she rode the waves handsomely: up in the air, way up, and down, but never an inch of water over her bow, nary a slap or a pound. There

(*Continued on page 112*)



M. Rosenfeld

At the end of a winter afternoon, just twenty-four running hours out of Boston, we ghosted into City Island

H. R. Hollyday

"Magic." The graceful log canoes still wear their spritsails and pivot jibs

"Spreets" on the Eastern Shore

Tradition Vies With Science on the Chesapeake

By RALPH H. WILEY

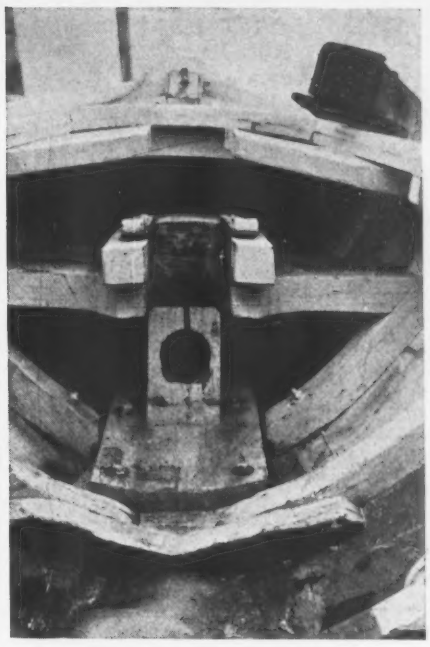
RECHRISTENED "wishbone" or triangular boom, refinished with a coat of yachty varnish, and reenforced with improper-ganda proclaiming it to be the latest eleventh hour development of science, our innocent and unpretentious Eastern Shore double sprit has, to our amusement and surprise, occupied much space of late in these esteemed pages.

"Eastern Shore" may seem to be a geographical distinction, but actually it is a state of mind. Here, in this isolated and delightful corner of Maryland, we rather pride ourselves on our happy state of always being a few years behind the rest of this mad world. A glorious atmosphere, breathed and cherished by a chosen few who bask in the warm sunshine of contentment, while elsewhere less fortunate mortals push, struggle and fight each other to be first in their various lines of endeavor. We do not mourn the good old times; we are content to live them. While the rest of the country is battling with the horrible problems of 1936 and, even more horribly, borrowing worries from 1937, we are satisfied just to be living in the good old pine-scented air of, say, 1927. And, deny it though you may, you know that you envy us.

Browsing around in a pile of copies of YACHTING, all of which have been conscientiously read up to the past four or five years, I somehow or other committed what would almost be a social error in this vicinity and found myself reading an issue of last summer. The very first thing to catch my eye was the picture of a nice little boat with a sail rigged with what was called a triangular boom, in the exact fashion of some of our skiff or canoe sails, and the story went on to say that this was the latest development in modern efficiency and aerodynamic research.

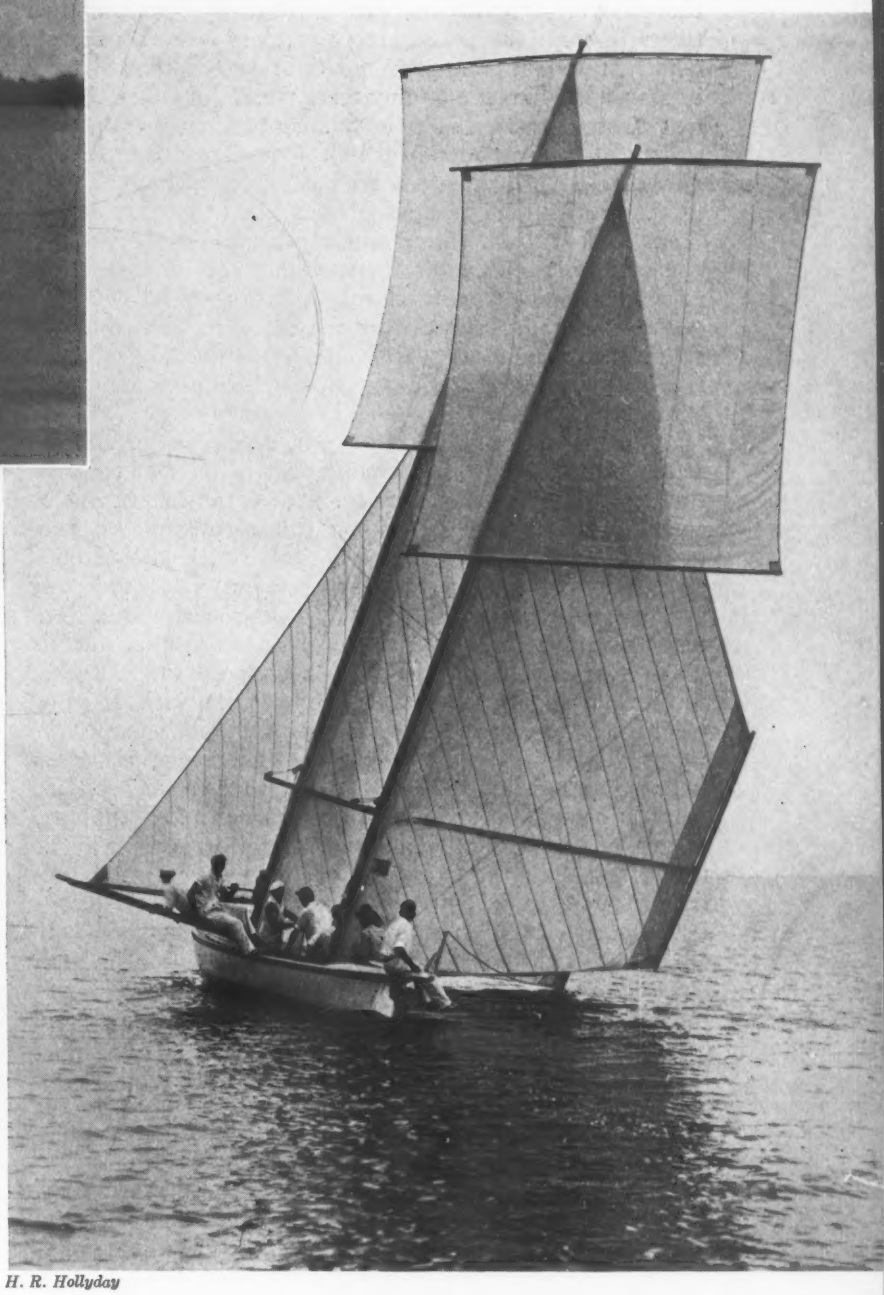
Your craven modernism has made a cowardly assault upon our defenceless rear. Aerodynamics and efficiency sorely offend our Eastern Shore complex. For years the log canoes for both oystering and racing have carried the spritsail. Wishbones, triangular booms, or what have you, never seem to have found much favor on the old-time boats. One of the canoes has carried, for the past six years, a pair of curved sprits or half wishbones. This, I believe, was not a local conception, but the brain child of Phil Rhodes. The double sprit, one on each side of the mast, has been used occasionally for forty years or more, not from any notion of giving the sail a better curve but for the purpose of flattening the sail more on blustery days. However, in early 1933, Captain Jabe Tyler, a boatbuilder of Cambridge, in order to give his sail a proper curve, rigged his racing skiff *Tidler* with a double sprit and a spreader before the mast, a rig identical with the latest and most up-to-date triangular boom invention. Captain Tyler's sprit was copied by other skiffs at Cambridge and Oxford and the rig has been in common use for the past three years. The Captain undoubtedly worked independently and certainly deserves a bit of credit for accomplishing, as part of the day's work of a boatbuilder, what two or three years later is brought forth, with considerable labor and ballyhoo, by the nautical brain trust. It would be difficult to say that Captain Tyler could prove

H. R. Hollyday



The mast step of the "Belle M. Crane"

Left. Captain Tyler's double sprit on "Whiffler." Below. Wind may be had for the catching



H. R. Hollyday

first use. It is more than likely that some old New Haven sharpie addict tried the same trick; but, to say the least, the local boatbuilder at Cambridge used his mental equipment to very good effect.

When visited at his shop a few days ago and interviewed regarding his work with the triangular boom, or double sprit, Captain Tyler illustrated on a piece of cedar plank a new rig which he believes to be superior to the present double sprit. But he says he does not know when he will have time to fool with it. What some of us may call scientific development and research, he calls "just fooling around," but he seems to get there just the same. The new idea incorporates a revolving mast with a fixed spreader at the same height as the sprits. Shrouds run from the partners over the spreaders and thence to the hounds. The two sprits are made fast to the outer ends of the spreader at the shrouds, thus utilizing the spreader itself for separating the forward ends of the sprit. The outhauler is at the leach. This looks like an excellent scheme for a small boat, as the shrouds will be a considerable help in keeping the light mast straight and the method of attaching the sprits to the spreader will make a much more rigid rig than the usual triangular boom. The sketch shows the general principle of this affair.

Our local sailing craft are true to Eastern Shore tradition. Years ago the picturesque bugeyes adopted the leg-o-mutton sail, not as a result of research in aerodynamics, but

(*Continued on page 115*)

Aeolus vs. The Hands of the Clock

By

EDWARD A. HODGE

The Royal Ocean Racing Club has adopted a time correction method whereby the "Corrected Time" (C, below) is obtained by multiplying the "Elapsed Time" (E) of each yacht by ten per cent of the sum of the square root of its rating (R) plus 2, no time allowance table being required. Expressed otherwise:

$$E\ (Elapsed\ Time) \times \frac{\sqrt{R}+2}{10} = Corrected\ Time\ (C)$$

In this article our present method of correcting time is compared with the above, a third method being employed by the author as a means of evaluating the merits of the other two.

BECAUSE sailing craft are entirely dependent upon one of the elements for propulsion and upon an arbitrary hypothesis for the measurement of their performance, yacht racing on corrected time is more literally in the laps of the gods than any other sport. Despite man's best effort afloat, in the fastest boat that he can create, the game's number one god, Aeolus, has always been master of skipper and rule-maker alike, calling the winning number by the simple expedient of letting forth from his bag whatever wind would do the trick, the while chuckling over this, the most ancient of numbers rackets. Whenever his mirth has reached an audible crescendo, there have always been those devotees of figures who have gladly forsaken their tillers to push the pencil across acres of scratch paper to demonstrate how an improvement in man's method of keeping score would stave off any more ripples of laughter for a long time to come, albeit the finality of a *quod erat demonstrandum* has ever remained hull down below the horizon. Nevertheless, a sounder defence against the whims of Aeolus has come with each generation's pains and thought.

As we look back through club archives, we cannot but recognize how profoundly the sport has cherished tradition as one of its most potent charms; and thus, in face of it, no yachtsman really enjoys being chosen to tie the bell on the cat's tail by pointing a derisive finger in the face of tradition with the query: "Does fresh laughter from across the sea once again herald harbored obsolescence?"

This time the laughter seems to be no mere echo, and the source of doubt to which it points lies in the fact that the time allowance is fixed in advance by the length of the course and so becomes a constant, being subsequently subtracted from a variable, elapsed time, which is controlled entirely by the wind; or, more accurately, it varies inversely proportional to the speed of the several contestants. Consequently, a yacht of the lowest rating may average, for the whole course, a higher ratio of actual speed to theoretical speed than do any of her larger competitors without being recorded as the winner because, paradoxically enough, the very principle upon which the present time correction system is based permits a top-heavy elapsed time (after a certain point of accumulation has been reached) to void the very means whereby a fair evaluation of performance may be made. This condition obtains in a slow race. In a fast race the reverse is true, the larger yachts being at a disadvantage. By "fast race" is meant one in which the yachts, in general, are sailing faster than their own theoretical speeds, and *vice versa*. Thus, to lose a race because "we failed to save our time" is something that has become almost axiomatic, and certainly devoid of news value. Yet how many of us have had the perspicacity to remeasure our performance after such a race in terms of comparative speed ratios in order to see just how well we really did do regardless of the mathematics of the present time correction system?

Again, how many of us have tested the mathematical effect of the present system upon corrected time when the actual speeds of all contestants bear exactly the same relation to their respective theoretical speeds? In other words, with individual theoretical speed intended as the measuring stick of any boat's performance, a uniform variation therefrom could be expected to create an all around tie for first place. We shall see whether or not this proves to be the case by making a comparison between a boat of 16 feet rating and one of 100 feet rating, employing the formula for the time required for a boat of any given rating to sail one nautical mile, which is what the Time Allowance Table is predicated upon. Dividing 3,600 seconds (one hour) by the sum of 183.64 plus the quotient of 2160 divided by the square root of the rating, we get the following result in knots, which is the means used in constructing the theoretical speed curve "A" in the illustration:

Where "R" equals 16'

$$\frac{3{,}600}{\frac{2160}{\sqrt{R}}+183.64} = 4.97 \text{ knots}$$

Where "R" equals 100'

$$\frac{3{,}600}{\frac{2160}{\sqrt{R}}+183.64} = 9.0 \text{ knots}$$

The length of the course divided by knots gives the elapsed time.

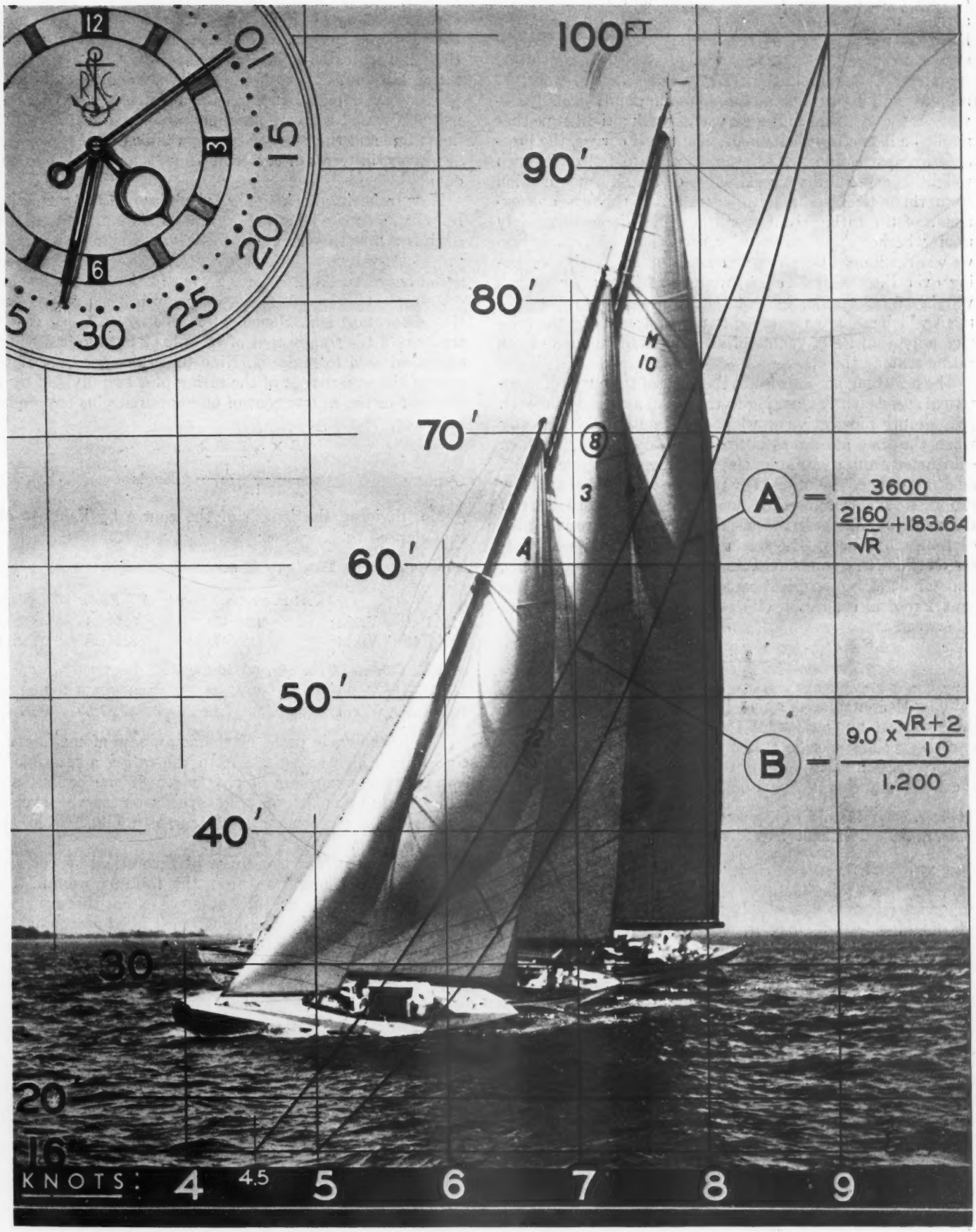
From the following schedules of time correction thus developed, it will be plain that only when both boats sail the course at precisely their own theoretical speed can their corrected times be identical regardless of how long the course is. But if both sail, say, 5 per cent faster than their theoretical speeds, the corrected time which results reflects a definite advantage to the smaller yacht; and, conversely, if 5 per cent slower, the larger yacht will enjoy a better corrected time. Either advantage accumulates in direct proportion to the length of the course.

The following table gives the time corrected by the present method after 30 miles:

Yacht	*At Theoretical*	*At 5% Faster*	*At 5% Slower*
16' Rating:			
Elapsed:	6:01:49	5:43:43	6:19:54
Allowance:	−2:42:01	−2:42:01	−2:42:01
Corrected Time:	3:19:48	3:01:42	3:37:53
100' Rating:			
Elapsed:	3:19:48	3:09:49	3:23:07
Allowance:	0:00:00	0:00:00	0:00:00
Corrected Time:	3:19:48	3:09:49	3:23:07

Time corrected by the present method after 300 miles:

16' Rating:			
Elapsed:	60:18:12	57:17:15	63:19:00
Allowance:	−27:00:06	−27:00:06	27:00:06
Corrected Time:	33:18:06	30:17:09	36:18:54
100' Rating:			
Elapsed:	33:18:06	31:38:07	34:41:14
Allowance	00:00:00	00:00:00	00:00:00
Corrected Time:	33:18:06	31:38:07	34:41:14



How closely can the theoretical speed curve reflect the alignment of the camera? Curve "A," present curve; curve "B," proposed curve

The conclusion to be reached from this comparison is obvious: In the faster race, 8 minutes and 7 seconds have accrued to the 16-foot rating yacht within 30 miles; and 1 hour, 20 minutes and 58 seconds after 300 miles. In the slower race, the 100-foot yacht has derived a benefit of 14 minutes and 46 seconds within 30 miles; and 1 hour, 37 minutes and 40 seconds at the 300-mile point. Equally obvious is the fact that unless all yachts walk a tight-rope that might be likened to their theoretical speed curves, the present time correction system would seem to fall of its own weight because the very existence of a uniform variation from theoretical speed automatically over-favors one extreme of the rating scale over the other, depending solely upon whether the wind velocity has been high or low; and we wonder indeed how long a flicker of mirth has been playing over the face of Aeolus, more especially after he has watched a painstaking effort to perfect the rules of measurement which are now presumed to reflect accurately the relative potentialities of yachts of all sizes from one end of the rating scale to the other.

The foregoing paradox is not the fault of the curve of theoretical speeds (corresponding to the scale of ratings, in feet). It is simply illustrative of what will result mathematically when the time allowance is fixed, or a constant, and then subtracted from a variable, elapsed time, where one should be a multiple of the other. For this reason, the method now proposed for correcting time does not employ the length of the course as a factor in the calculation; nor is there any table of time allowances. The formula is simplicity itself: Corrected Time, in seconds, (C), is the product of Elapsed Time, in seconds, (E), multiplied by 10 per cent of the sum of the square root of the rating (R) plus a constant, 2. Expressed otherwise:

$$C = \frac{\sqrt{R}+2}{10} \times E$$

Using the outcome of a race in August, 1934, to illustrate the practical application of the proposed system, and to show, as well, a specific case of how the present system of time correction fails properly to evaluate relative performance, the following comparison is made:

Course, The Vineyard to Newport. Distance, 37 miles. *Wind*, 6.4 knots, to calm, to 12 knots later in the afternoon.

PRESENT SYSTEM:

$\frac{A}{T}$	*Yacht*	*Rating*	*Elapsed Time*	*Allowance*	*Corrected*
.805	*Grenadier*	45.7′	6:26:18 (23178 s.)	0:11:28	6:14:52 (1)
.813	*Musketeer*	33.9′	7:00:21 (25221 s.)	0:43:10	6:17:11 (2)
.725	*Mistress*	51.5′	6:52:59 (24779 s.)	0:00:00	6:52:59

Above, (A) is the actual speed in knots; (T), the theoretical speed under the present system. It will be observed therefore that *Musketeer* attained, for the course, .813 of her theoretical speed; *Grenadier*, .805 of hers; and *Mistress*, .725 of hers. In other words, *Musketeer*, by reason of having developed a greater percentage of speed than the other two yachts, with theoretical speed as the measuring stick, should thus become the winner. Under the proposed system she would be, as will be seen from the comparison given below.

PROPOSED SYSTEM:

$\frac{A}{T_1}$	*Yacht*	$\frac{\sqrt{R}+2}{10}$	*Elapsed*	*Corrected Time*
.891	*Musketeer*	33.9′	.7819 × 25,221 s. = 19,720	or 5:28:40 (1)
.864	*Grenadier*	45.7′	.8760 × 23,178 s. = 20,210	or 5:36:50 (2)
.781	*Mistress*	51.5′	.9175 × 24,779 s. = 22,695	or 6:18:15

Here we find *Musketeer* winner instead of *Grenadier*, having, in fact, demonstrated the greatest comparative speed under the theoretical speed curves of either system of time correction. The percentage opposite each name is obtained by dividing (A) by (T_1), which latter is theoretical speed under the proposed system. The comparison of the two applications illustrates how, in a slow race, the yacht of smallest rating loses out under the present system despite turning in the best relative performance. Racing aboard George Roosevelt's *Mistress*, we were becalmed about six miles from the finish line and the proposed system indicates this more significantly, in terms of corrected time, than does the present one.

Now, referring back to the schedules of time corrections based on a course length of 30 miles and 300 miles, we shall see below how they compare with those produced under the proposed system which we know predicates the theoretical speed curve on 9.0 knots for a yacht of 100 feet rating and 4.50 knots for one of 16 feet rating when the above mentioned constant is 2. Hence, 9.0 is to 1.20 as 10 per cent of the sum of the square root of (R) plus 2 is to knots, which, expressed as a formula, is: Nine times ten per cent of the sum of the square root of the rating plus two divided by 10 per cent of the square root of one hundred plus two equals knots; or,

$$\frac{9.0 \times \frac{\sqrt{R}+2}{10}}{1.20} : \text{Knots}$$

Again, dividing the length of the course by knots to obtain elapsed time, we get:

Given in Corrected Time after 30 miles:

	At Theoretical Speed	*5% Faster*	*5% Slower*
16′ Rating Yacht:	3:59:47	3:44:28	4:02:11
100′ Rating Yacht:	3:59:47	3:44:28	4:02:11
Given in Corrected Time after 300 miles:			
16′ Rating Yacht:	39:57:48	37:57:59	40:21:49
100′ Rating Yacht:	39:57:48	37:57:59	40:21:49

The foregoing is proof of the soundness of making the coefficient which is derived from the rating a multiple of elapsed time regardless of the length of the course, and indicates that no matter how long the latter may be, even to infinity, true performance is accurately reflected in the corrected time.

Upon constructing the curve of theoretical speeds (see Curve B in the illustration) from this formula, we find that it is not dissimilar to the present curve except that from top to bottom it has a more gradual turn in approaching the lower ratings. The greatest point of difference, in knots, between the two curves is from the 45- to 35-foot rating lines, where the proposed curve is more favorable to the yachts within that range than in the case of the present curve. Later, a comparison from a race record is made which shows that because of this a Class M sloop (rating 46.0′) wins under the theoretical speed of one curve and loses to an Eight-Metre sloop (rating 25.4′) under the other. However, the proposed curve is not inflexible since its intersection with the 16-foot rating line may be changed readily by the simple expedient of raising or lowering the constant above or below 2.

Theoretical speed does not represent the maximum that a yacht of given rating can make either through the water or between marks. It is, in fact, arbitrary, being based upon the assumption that, in a breeze of mean average wind force, the speed averaged for the whole course, sailing on the wind and off the wind, will closely approximate that corresponding to the rating. For example, the records examined at random show that a 76-rating sloop in a 19½-knot breeze made

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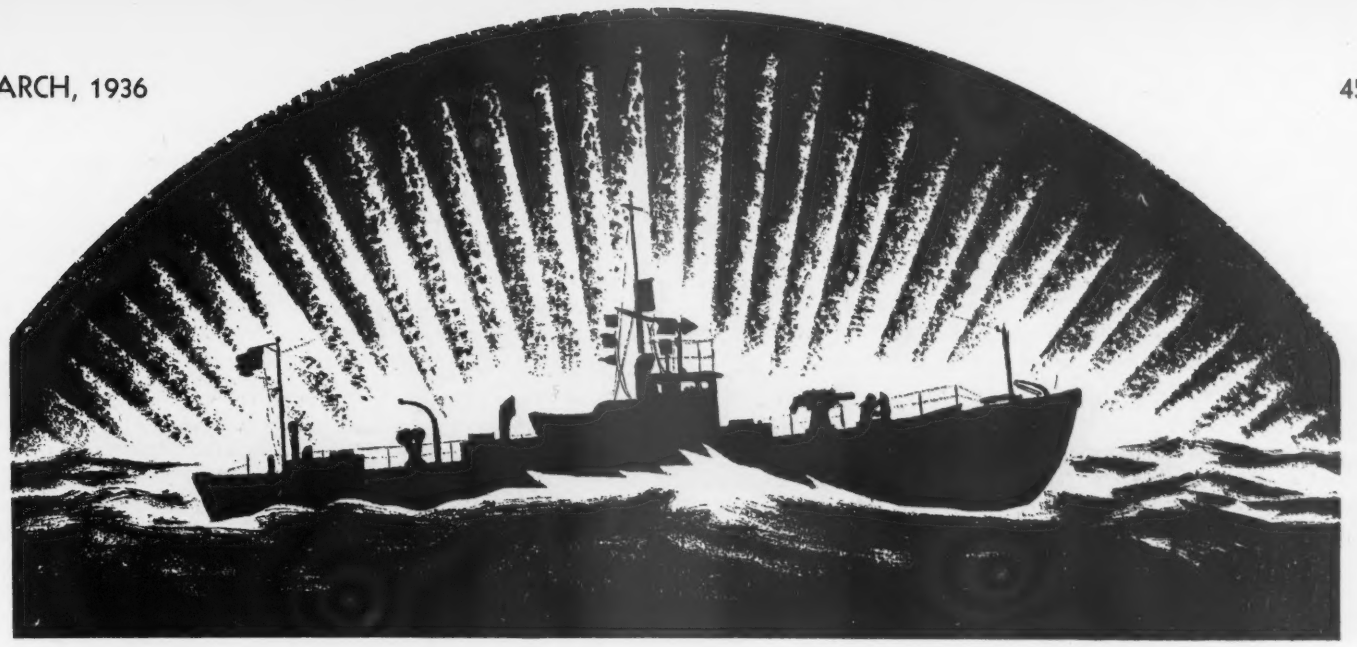


Sunrise *Decorations by Harry Richardson*

Bermuda Passage

A February Gale Smashes a Subchaser Convoy

By ALEX W. MOFFAT

THE Skipper leaned out the pilot house window peering into the blizzard, his cap and eyebrows white with snow. The pitching was easier as we came under the lee of the beach, with less spray to add to the coating of ice forward.

"Stop her."

The engine room telegraphs jangled, followed by silence except for the seas hissing along the side, a cotton wool silence muffling sound and sight alike in swirling snowflakes. I held the course while *143* lost headway, listening. A faint, brief sound, a mere punctuation in the silence, came from somewhere up wind; men on deck pointed. Again it sounded.

"Slow ahead, port and starboard. Steady as you go." Answering the bells, *143* gathered steerageway and forged on into the smother until with appalling suddenness the end of a breakwater loomed on our starboard bow, bringing a startled yell from the crew. It was a perfect landfall for the new Skipper who thus gave proof that he knew his way about. Of the whole crew he and I were the only two who knew that the change of course after we passed Race Rock had been for the entrance to the Harbor of Refuge at Point Jude. All hands expected Bermuda to be the first landfall.

Delayed in starting by a broken steering gear, we had departed six hours after the rest of our detachment under orders to overtake them at sea. I admired the skipper's decision to put in for temporary shelter instead of proceeding to sea with an unorganized ship and a seasick crew, most of whom were from west of the Mississippi and this their first introduction to salt water.

Slowly we slid through floe ice toward the sound of an auxiliary engine exhaust up ahead which sounded suspiciously like that of a subchaser. Then we were among our own detachment whose C.O. had had the same idea as our Skipper, who smiled grimly as he gave the order to anchor.

For two weeks past the State Pier at New London, fitting out base for the chasers scheduled for foreign service, had buzzed with rumors. Of the seventy 110-footers gripped in the ice alongside the pier, twelve were being made "in all respects ready for sea." Officers came and went, truckloads of stores were dumped on the stringpiece, lists of all kinds were checked and rechecked, inspections, from medical to engineering, filled every hour of the day. As quartermaster of *143*, one of the glamorous twelve, I had little to do but stand by to handle stores aboard, and to try to keep warm practicing semaphore by which the rumors were circulated. Some said we were bound for the Mediterranean, others said for France, still others that we were to sail the very next day for a secret destination under sealed orders.

Most of our boys on *143* were a draft from the Great Lakes Naval Training Station, an alphabetical draft whose qualification for the service appeared to be that their names began with "H," a fine, husky lot, anxious to make good but bewildered by the confusion and absence of authority. For two weeks we had been without a Skipper. The second in command spent his time ashore when not attending the officers' training course, of no help to the petty officers who were doing their best against odds to get the ship ready. The Gunner's Mate, an amateur woodsman, was trying to teach the rudiments of cooking to the poor devil who had been assigned as Ship's Cook. My own claim to seafaring experience was limited to the ownership of a small sloop in Long Island Sound, but of Navy procedure I knew as little as the rest of the crew.

This, then, was the general situation on a morning of snow and gale with the mercury at eight below zero when a strange officer crossed the boats which lay between us and the pier to come aboard. I took his salute at the rail, certain from his appraising scrutiny that this, at last, was our new Skipper. He was tall, lean and brisk, with a quiet voice.

When he found that the executive officer was ashore he ordered me to muster the crew. It was five minutes before the last man had taken his place in line along the rail, some surly, some hopeful, but all looking sloppy and uncared for. I suddenly saw my shipmates through the officer's speculative eye as he looked them over. Then, instead of giving the order himself he called out the Machinist's Mate, the only chief petty officer in the crew.

"Call the crew to attention, please, and report to me."

Jack called, "Attention!" Some of the boys straightened up, others went on talking. At last Jack reported, apologetically, "The crew is at attention, sir."

The officer produced a paper from which he read the orders making him our commanding officer, then said, "At ease, men." For a full minute he looked at us before he spoke again.

"We sail for European waters early tomorrow morning with the first detachment of subchasers to serve in the war zone. I shall do my best to make this a happy ship, which means a well disciplined ship. You can make it so. Play square with me and I shall play square with you." He paused and then smiled a warm, personal smile which removed many uncertainties about the future.

"Dismiss."

The petty officers were summoned to the cabin. Within an hour order began to come out of chaos.

That night at Point Jude was bitter cold, for although the wind dropped so did the temperature, to ten below zero. Hot food helped to restore morale which had already improved with growing confidence in the new Skipper. By midnight station bills had been posted, watches organized and routine duties assigned. When I came on deck for the morning watch the stars were out and the decks cleared of snow, even at that hour of lowest vitality auguring a better day.

From the division commander a flag hoist ordered us to weigh anchor at eight o'clock, augmented by a semaphore message that we were to meet off Newport two seagoing tugs which were to escort us to Bermuda. Fortified by a hot breakfast and a day calm and crystal clear, we shoved through the ice to open water, presently to be joined by the comforting presence of our two tugs and a third flying the French flag which had elected to join the convoy.

The Skipper examined the tug *Mariner* with particular interest.

"If that isn't the old *Knickerbocker* under a new name, I'm a Dutchman," he said, putting down the glasses. "New paint and new name boards but still the same old crate, wished off by the Navy on the Army Transport Service."

"What about her, sir?"

"One night in Smithtown Bay, tending target rafts in a northwester, she opened up and started to sink. My S.P. boat was anchored near enough to hear *S O S* signals on her whistle, so we came along and escorted her into Port Jeff where she was beached. The next day I helped her engineer officer caulk a seam in her bilge with a whole pair of dungarees. The Navy condemned her. How she happens to be under the A.T.S. flag now I don't know, but paint and putty has sold many a wreck. You and I, we're lucky to be aboard *143*."

The other tug was named *Cherokee*. Little did we know that when we lost sight of her at dark that night neither we nor anyone else was ever to lay eyes on her or her crew again. All day the barometer rose; and a long swell came out of the northeast under a sapphire sky. At noon the Skipper took an observation and found that his executive officer had never learned to navigate.

"Get the positions of the other vessels when they report," he told the radio operator. When the positions were handed to him he was still at work over his figures. I noticed that the latitude and longitude he gave "Sparks" to send as our position was not taken from his own figures but was a slightly modified average of the other positions reported. So far as the rest of the crew was concerned he was an ace navigator but I wondered at the time what might happen to us if we separated from the convoy or our radio became disabled, the more so because he spent the rest of the watch studying Henderson's textbook on navigation.

The crew began to function in spite of seasickness and the ship was cleaner than she had ever been. When darkness came we felt as though we had been to sea all our lives, the sense of adventure strong in us, a small, isolated world in an immensity of heaving ocean among the scattered lights of the fleet.

At midnight the glass began to fall and at dawn it was obvious that we were in for a northeast gale; the swell was heavier, there was weight in the wind and low flying scud overhead. The eastern horizon, banked with dark clouds above a low lying streak of red, indicated a sunrise stillborn. Of our fleet of fourteen there were in sight only four chasers and the tug *Mariner* on which we kept station at eight knots, rolling heavily in a quartering sea.

The day dragged its weary succession of watches, the glass still falling and the wind beginning to sing in the wire rigging as seas crested with whitecaps slapped occasional spray across the deck. Water warmer than the air as we approached the Gulf Stream gave welcome relief from the cold. For the first time I sweated at the wheel, thanking God that I was immune to seasickness, even the Skipper having taken time from his navigational studies to go to the rail. Sparks picked up a message from the *Cherokee* reporting engine trouble, her position about fifty miles astern of our noon dead reckoning. No observations were possible.

At dark the *Mariner* flashed us a signal to reduce speed for the night which for a while made steering easier. All hands were on deck by choice. The Skipper took precautions against losing anyone overboard, by having every man in his life belt and the sick ones secured by heaving lines. He himself had a long line tied under his arms, the other end

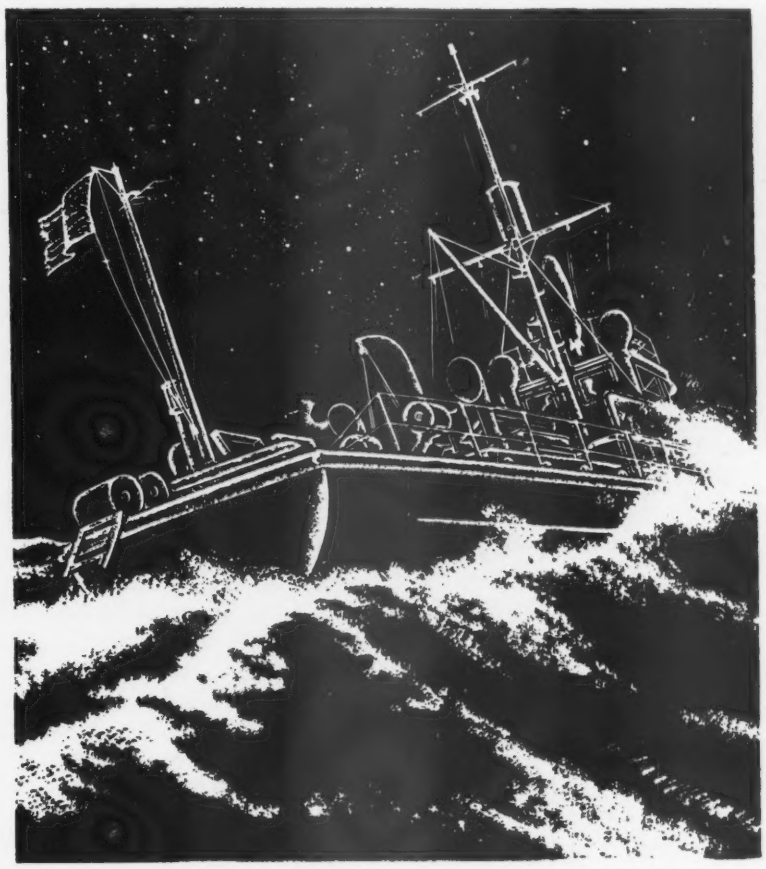
fast to the signal mast. He was everywhere, covering hatches, plugging ventilators, securing deck gear, removing weather cloths, doing the work of three and pausing only to be sick.

The night was endless and steering increasingly difficult as the seas grew steeper and higher. With the boatswain's mate, I took fifteen-minute tricks, trying to keep the ship from broaching to, occasionally relieved by the Skipper who wanted to find out how she handled. From time to time a crash told of more damage on deck from solid water coming aboard. Once when the Skipper came in to ask for reports Sparks told him the *Cherokee* had sent an *S O S* signal that she was sinking and could not keep afloat till daylight. Our engine room reported that we were taking more water than the pumps could handle.

The Skipper yelled back down the tube, "All the ventilators are gone but we have the holes plugged now. Rig up a strainer if you can't keep ahead of the water and put it on the circulating pump inlet. Don't forget to shut the seacock before you pull off the hose. That ought to give you enough capacity."

It was nearly dawn before the electric lights were short circuited but, thanks to low tension magneto ignition, the midship motor still continued to turn. The Skipper put his mouth to my ear. "Fetch her up the next time she broaches. Time we hove her to."

For a space she lay almost on her beam ends in the trough of the sea, then staggered up out of it, taking a cuff on the side of the pilot house as the next sea surged under her which showered us with broken glass from the windows. For the first time we felt the full force of the gale which sang a new, wilder note to the creaking of the hull beneath us. Water six inches deep washed over the pilot house floor.



"Hold her that way if you can. Take them diagonally."

She was easier to steer. Although each sea slammed the bow off a couple of points she rallied and climbed sluggishly up the face of the next one.

Dawn revealed a frightening seascape like nothing I had ever seen — racing seas, backs streaked with foam, and rearing crests which folded like breakers on a shoal. From time to time a crest would be plucked off by a fiercer squall to be transplanted bodily to the back of the next sea to leeward. In the limited visibility only the *Mariner* was in sight, hove to on our starboard beam a half mile away. She was down by the head, taking terrific punishment, the radio shack on the boat deck crumpled like an old cardboard box, her life boat gone and the funnel swaying crazily. No sign of life appeared on deck.

Our condition was not so bad. The crew were all accounted for on deck except the second officer still in his bunk below in a coma from seasickness. A manhole cover aft had carried away and the lazarette was awash to the deck, which helped to keep the propellers buried even though all food stores but the canned stuffs were ruined. Decks were swept clean of ventilators except for the two above the pilot house packed with signal flags. The wherry was still in its chocks, split from end to end. The shattered hatch of the radio room which had received enough salt water to put both the spark set and the radio telephone out of commission was partly protected by a collision mat over the forward end of the deckhouse. The aerials had flogged themselves into a braid streaming out to leeward from the masthead.

The Skipper finished his inspection. "All stripped for action. Bring on your submarines!" He slapped me on the back. "How's your courage, Chad? Want to lend a hand with the sea anchor?"

We might just as well have set out a rubber boot for all the good it did us. She was too high forward and too low astern to lie head to it; the drogue would not hold her head up at all. When we tried to see how she would handle stern to the sea we were dangerously swept even before we got the drogue out. After two hours of weary work we abandoned the effort, and the drogue, to return to our former angle. We were nearer the tug which had now lost her funnel and was awash forward, each plunge showing her propeller still turning slowly. Some of the crew were clinging to the bitts on the stern, waiting. Obviously she could not live much longer and I wondered what our Skipper proposed to do.

A man on the bridge shouted, "Look at the yacht!"

Where she came from nobody noticed, but suddenly there she was, a big, single-funneled steel steam yacht painted Navy gray, abeam of the tug three seas to leeward, rolling her bulwarks under. The Skipper grabbed the glasses. "*Wadena*," he said, "Must have answered an *S O S* after our radio quit. A sheer miracle they found her. Watch this."

From our wild little platform we watched an unsung rescue at sea, a piece of seamanship superb in planning and execution which went off as though rehearsed.

A ring buoy carrying a light line, put over the *weather* side of the yacht went to windward as if driven by power.

The Skipper said, "That will give you an idea how much leeway the ships are making. The buoy stays still while the sea carries the two vessels down wind, the yacht away from it and the tug down on it. Look, they are picking up the line the first try!"

The men on the stern of the tug hauled aboard a block in the bight of a heavier line. When this was made fast a life raft on a painter was sent across. Three trips it made, each trip dragging back men who were scooped in over the rail of the *Wadena*. On the last trip, had we known it, was the able officer who subsequently replaced our executive. Within ten minutes the *Mariner* wearily lay down. Four seas

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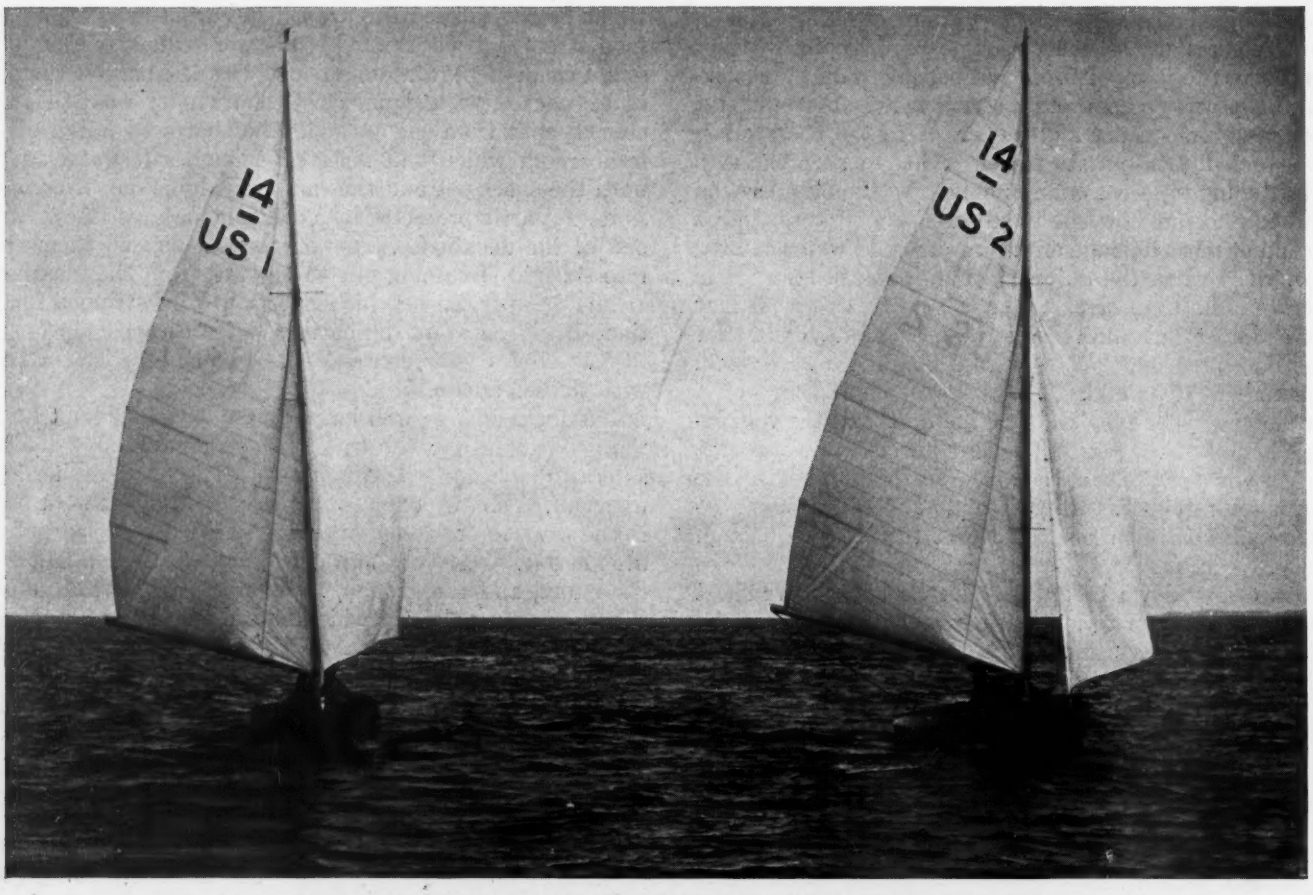
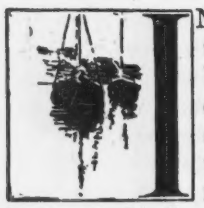


Two 14-footers running down wind, "U.S. 1" is "R.I.P.;" "U.S. 2" is "Tartar," one of the Rochester copies

Rochester Imports an English Stud

One-Design Class of International Dinghies Sired by Former Prince of Wales Cup Boat

By CHARLES RAWLINGS



N ROCHESTER, they said: "You'll have to write this story without mentioning Uffa Fox — you see we got the *R.I.P.* out of England with that understanding. Just call them the 'International 14-Footers' or the 'Rochester Internationals.' But don't mention Uffa Fox. He wants his name kept out of it."

"Sure," we said, "that's what we'll do. But it will be hard — and fishy."

They gave us the eyebrow like a question mark, and a good stooge's, "Hard? Fishy? Why?"

"Hard, for you might just as well try to write about these dinghies without mentioning the man who created them as talk about the *March Slav* and leave out Tschaikowski, or Transatlantic aviation and leave out Lindbergh. Fishy, because Uffa wants his name left out. You can't kid me about Uffa."

In fact, it is the looming bulk of the Cowes designer and builder that really makes the Rochester experiment a memorable one.

We were with him when his dinghies first came into this country. He was the epitome of modesty — save about his figure — but he was damned proud of his dinghies down on the Sound in 1933 and at Toronto in 1934. Toronto was the most fun. It was a contrast of hull design, and the Toronto dinghies were as fast as streaks. They had the same flat floors as the English boats but they had the bows we were accustomed to see on skiffs up on fresh water, pinched in, sharp cleavers, to slice the water.

"You've got twelve feet of boat and two feet of bow," Uffa said. "We've got fourteen feet of boat."

And so they had. It was a crack little team. "The Cambridge University Team," we called them in the press, but they were the pick of all England. Stewart Morris was sailing the *R.I.P.*, and Scott was there and De Quincy. They took their sloops and mopped up Lake Ontario. It was, as we said, a most interesting meet. Toronto knows dinghies. They've been sailing them a long time. There is a feeling for skiffs in Ontario. Peterboro and Ackroyd are old, old names in the "egg shell pinnaces," as Stevenson calls them. There is a man named Charles Bourke, now on the Royal Canadian Yacht Club roster, who has been doing some brilliant designing. If the dinghies continue to spawn as they have in the past two years on salt water and fresh, you'll be hearing even more of him. He was sailing his latest boat, captaining the Canadian team, against the English that year, and Rochester had a youngster named George Ford who had a very fast boat of the Canadian type to lead the United States representatives. But compared to the English boats they made a poor show. Uffa's genius had crystallized in these English dinghies. They looked like bathtubs of about the period of Samuel Pepys. They cost a hundred pounds. They had dagger boards of bronze that gave them four feet draft and weight enough in the metal to carry them, head reaching, like New York "Forties." How fast they were seemed beyond

belief. They logged nearly eight miles on a reach one day.

"In England we take a handicap with the Sixes," Uffa said modestly. It was the truth, at that.

The dinghy fever was just beginning to mount then. We thought it was the inspiration of that particular meet but it is plain now that that was just a coincidence; the main push was in the air and Rochester, looking and feeling hopeless, without a designer, without a great deal of money, without anything, in fact, but enthusiasm, went home.

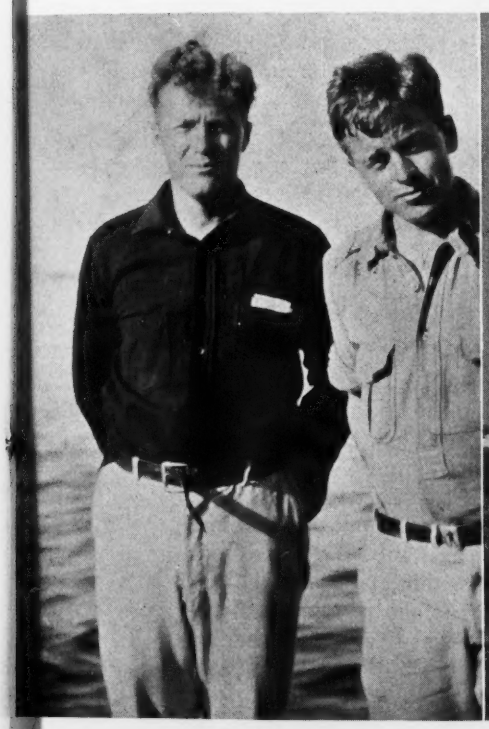
And then the plot of this yarn unfolded. Young Ford had sailed well. He had managed to waft his cat rig home in front once. Uffa liked him. So did Morris, the English captain. Ford scraped his savings together and hinted that he would like a boat from Uffa's board. Uffa agreed and the correspondence, very jovial, carried on until last February. Then came a cable: "Building your boat middle of May. Much love. Uffa." May for a beginning meant that the boat would be useless to Ford that year. He hopped up and down on the cables until finally there was a silence. Then: "Sending you my *R.I.P.*" came a message. "Use her for a stud. God bless you." It was signed Stewart Morris. She was the best boat in England. Morris had won two Prince of Wales Cups in her. She was the boat Uffa himself had pointed to when asked for his masterpiece.

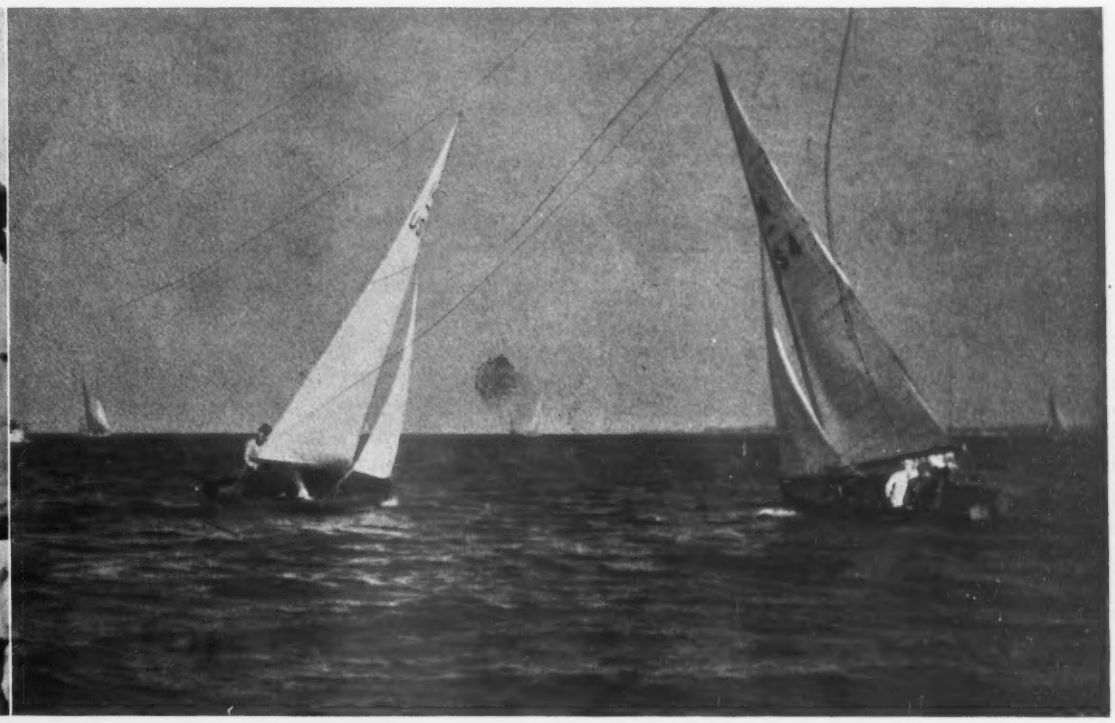
Her name, *R.I.P.*, is an abbreviation of *requiescat in pace.* Stewart Morris' father had complained of aches and pains and said that he was walking about only to save funeral expenses.

"Why not have a dinghy built?" said Uffa. "She'll finish you off and you can then be buried in her."

How she was allowed out of England is not entirely clear in Rochester yet. Morris, of course, loves his sport as intensely as only a British amateur can. The possibilities of its refinement in the United States, especially near Toronto, appealed to him immensely. It was an unselfish, almost a benevolent missionary gesture when, disturbed, probably, by his very close friend Fox's procrastination, he waved his hand and ordered the best boat in England, his own, crated and shipped to America.

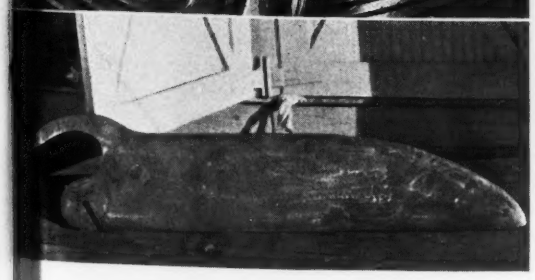
The *R.I.P.'s* arrival in Rochester was an occasion. She is an exciting boat to look at. She looks modern and fast. They came in throngs to look at her before she was taken to the shop to do her duty at stud. They set her up in the center of the Rochester Boat Works floor and took off her lines as carefully as a sculptor duplicating a statue. Pointed laths that touched her skin every three square inches, found her slightest curves for the templates. They set up a sturdy mold and built the first order, five boats, over it.





T. G. Smith, crew, and George Ford, skipper of the Rochester team

Above, two of the Rochester team sailing on Lake Ontario



The new dinghies are full forward, with "bath tub bows," and are built with heavy, closely spaced frames and light planking

At bottom, the bronze dagger centerboard weighs 110 pounds

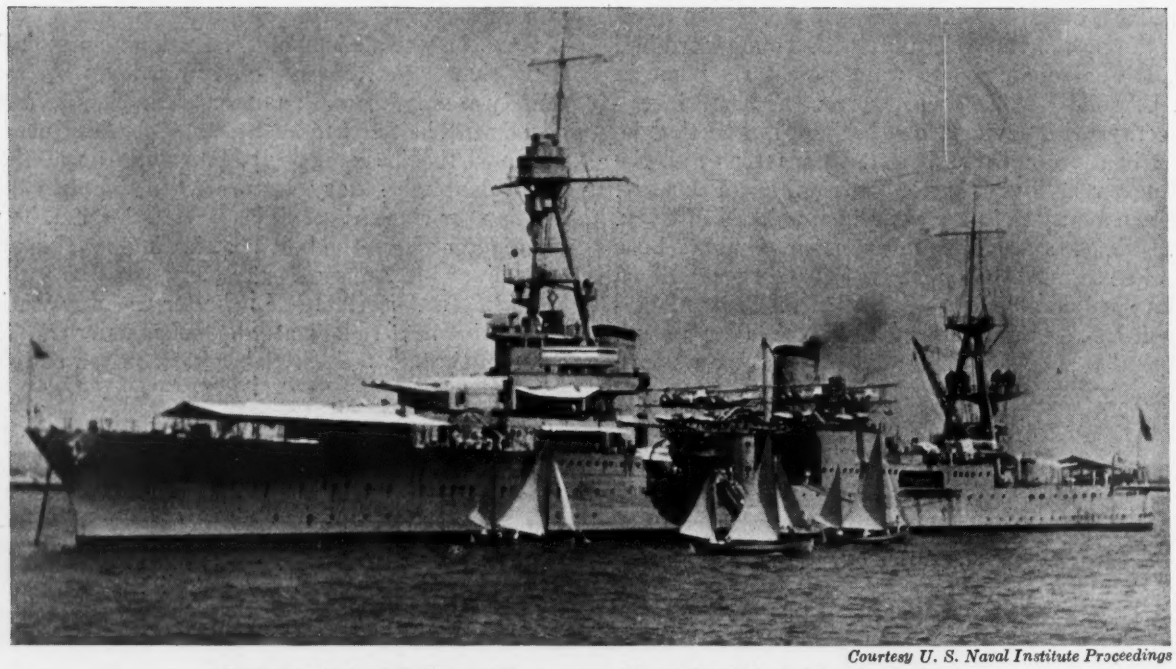
The "shakedown" included two visits to the Sound where three of the Rochester boats sailed in a separate class among the Frostbiters. Their speed and keenness were impressive. As it should be. There is no question of their speed. Racing for them in Eastern waters seems, for the present, out of the picture because they are fourteen-footers, but on their home courses the hottest dinghy season in history looms. Toronto, rallying about the genius of its Charles Bourke, has, in general, kept to the lake type of hull. Everything else in the new boats has given over to modernity. The rigs will be sloops. The boards will be bronze daggers. There will be whisker poles and spinnakers. Maybe wishbones. When the two fleets meet, the spray should fly. There is also a real possibility of an invasion of England by both Toronto and Rochester teams late next summer.

Small Boat Sailing in the Navy

By

MELVIN F. TALBOT

Lieutenant Commander (SC), U. S. Navy



Courtesy U. S. Naval Institute Proceedings

Racing at Christobal. Three of the new type Navy whaleboats fighting for the lead

SOME three years ago there appeared in the *United States Naval Institute Proceedings* an article under the stimulating and somewhat annoying title, *Are There Any Sailors in the Navy?* The author might also have asked, "are there any sail boats in the Navy?" And, except for the Stars and knockabouts at the Academy and at scattered naval stations, we would then have been forced to reply that, in truth, there were none. The heavy, inadequate jury rigs formerly supplied to ships' boats — rigs so awkward that they were seldom broken out from the sail locker — scarcely placed them in the category of smart sailing craft.

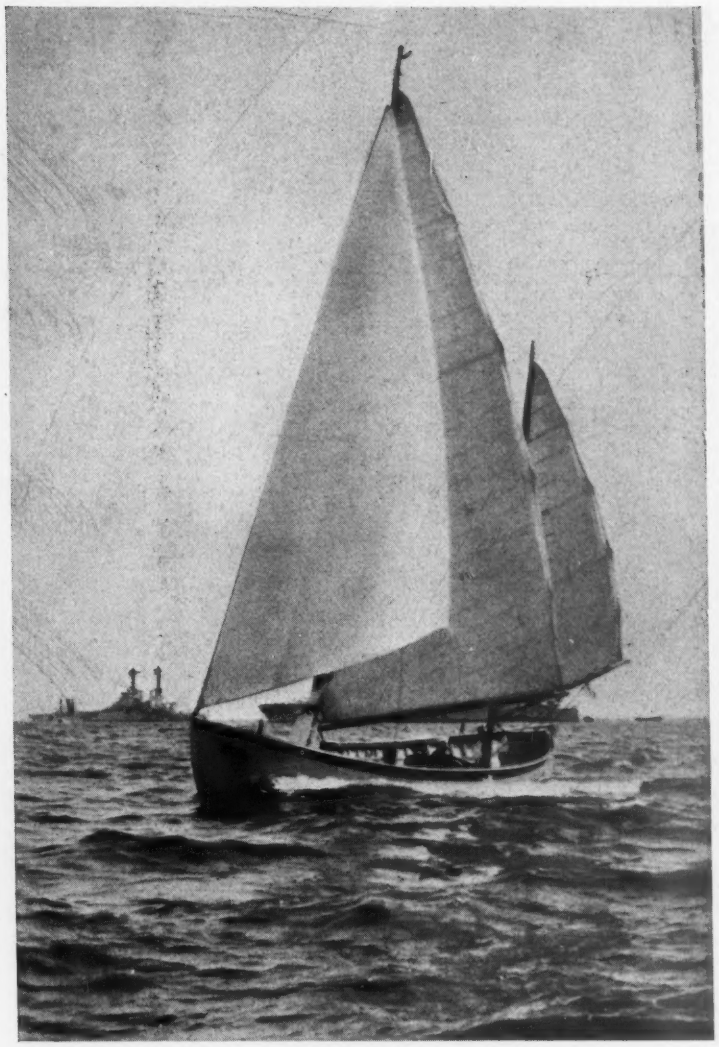
To the yachtsman this may seem a sorry state of maritime affairs. And yet, if one pauses for a moment to consider the difficult problem of ships' boats, it is readily explained. Carrying stores and passengers to and from ships whose complements are often over a thousand men, making the "regular trip" fair weather or foul, these are the arduous duties which dictate the utilitarian design and the rugged construction of the small boats borne in naval vessels. A light, speedy launch, smart enough in sheltered waters, would be useless in many a stormy, open roadstead, and would soon be irreparably injured by constant hoisting and lowering from a rolling ship. A Star or a Six-Metre cradled on deck would be a source of delight to the yachtsman and an object of profanity to the First Lieutenant.

Despite these prosaic limitations, the Naval Service was anxious to participate more fully in that best of maritime sports, small boat sailing. Even with the old, clumsy ships' boats, racing under sail had always been close to the seaman's heart. In casting about for possible improvements, the 30-foot rowing whaler, still carried as a rescue or "man overboard" boat, seemed the only craft on the ships' allowance into which really satisfactory sailing qualities could be incorporated without sacrificing her essential naval characteristics of high seaworthiness and large "abandon ship" capacity.

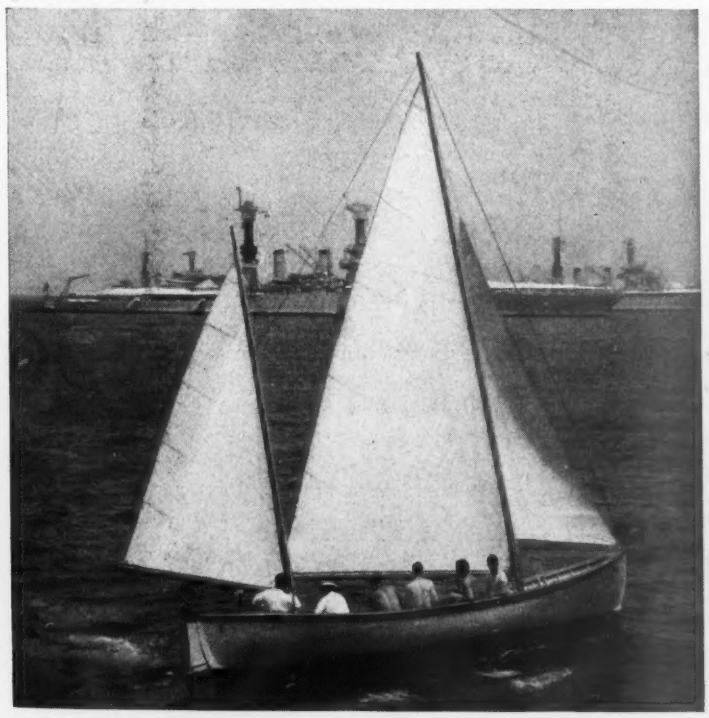
Skilfully handled by the Bureau of Construction and Repair, her recent redesign brought up many interesting problems peculiar to the Navy. Her rig had to be very simple, easy to stow aboard ship, and light enough to be stepped in the boat tossing at the boom alongside. It had, however, to be sufficiently strong to withstand shipboard handling. A cruiser with her boat booms out and with the wind fluky alongside, is a ticklish place for any sailing rig. The whaler's hull, while retaining Navy strength factors and the freeboard essential for a heavily loaded boat in a seaway, had at the same time to incorporate good lines both for rowing and for sailing. An open, rugged, centerboard craft was the solution.

Reducing the beam of the old 30-foot whaleboats, lowering her bow three inches and her stern five inches, together with raising the gunwale slightly amidships, produced a hull of far smarter appearance. These small changes proved to be the proverbial "inch on a man's nose." The new design, with its easier lines, more nearly resembled the graceful New Bedford whaler, ever a source of pride to New England's deep water boatmen. Under the draftsman's hand, the pudgy, scooped-out contour of the older Navy boat disappeared as if by magic.

As for the rig, a main of 33 feet seemed about the longest spar that could be handled and stowed aboard ship. This limiting factor dictated a ketch, if the proper shape of the jib-headed sail was to be retained. Three hundred sixty square feet of canvas were divided between a jib, main, and mizzen of modern proportions. Snap shackles, yacht blocks and sail track, all novelties to the fleet, made the new whaler easy to rig. Even old-time boatswain's mates were soon won over to these innovations, though a few ancient mariners still extolled the virtues of the former lug rig, of which one can find record in naval prints as far back as the 17th century. Only reluctantly did these conservatives admit that the



On a broad reach, with the crew down on the bottom boards. The redesigned 30-foot whaleboats of the Navy show a hull of smart appearance closely resembling their graceful New Bedford prototypes. With a modernized rig of 360 square feet, they are fast and easily handled. Below. U.S.S. "Portland's" new type 30-foot whaleboat



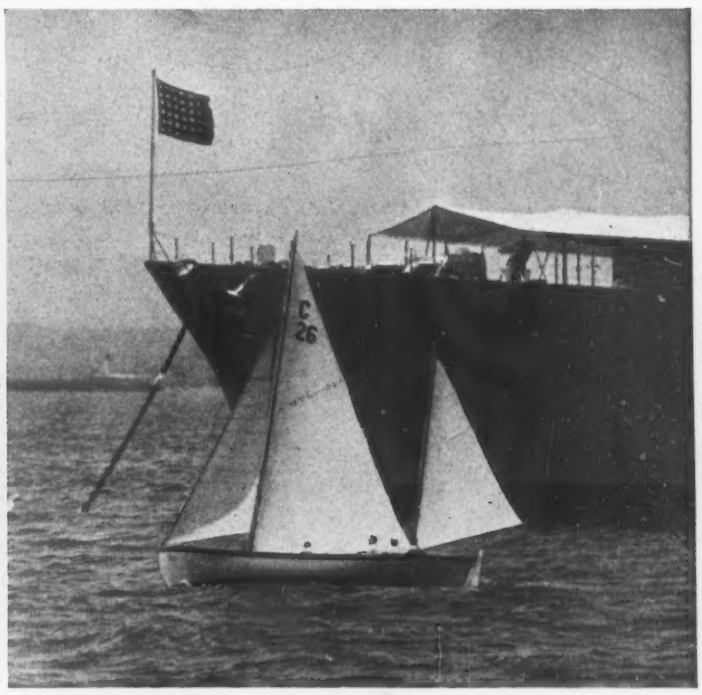
Right. The new type has less sheer than the old Navy "whaler" and and carries a modern rig

maritime progress which had changed the little smooth bore guns of the Dutch Wars into the 16-inch rifles of the *Maryland* class might also have rendered obsolete small boat sails that would have been familiar to the seamen of Cromwell's time. A hinge fitting over a thwart, into which could be pinned two lugs clamped to the mast, allowed the 33-foot spar to be pivoted into its step by two men. For ballast, a thousand pounds of lead shot in small canvas sacks was easy to handle into the boat and to stow in a corner of the aviation hangar. Even were the whaler capsized, her buoyancy tanks would float over twice this weight of ballast. A centerboard, some sixteen square feet of quarter-inch galvanized plate, its box completely under the thwarts, gave a lateral plane sufficient to eliminate leeway, while a rudder, coming well below the keel line, provided excellent control. Much to the amazement of old-timers, the Service at last had a sailing boat which would come about without the crew rushing forward to bury her bow and back her foresail.

Less fast to windward than a Star or Six-Metre, on a reach in moderate weather the new Navy whaler could show them her heels. For an open, double purpose boat, she sailed surprisingly well. In a test "race" against the old lug-rigged, non-centerboard type, the first experimental boat finished the six-mile triangle, sailed back to her ship, unrigged, hoisted in, and her crew had gone below and shifted into uniform only to come on deck and find their opponents still trying to beat up to the weather mark. Officers-of-the-deck were soon agreeably surprised in not having to tow sailing parties back to the ship from hopeless positions miles down the harbor to leeward. The new whaler would actually sail.

Before the introduction of the redesigned whaleboat, fleet athletics included three semi-annual sailing events, a race for the old lug-rigged whalers and a race for the standard motor launches with their heavy gaff-headed rigs which bespoke the ideas of the Seventies. Then, as a climax, came the dramatic and ever amusing free-for-all, any boat, any sails. Racing these awkward craft without keels or centerboards and with rudders so shallow that they seemed to scoop merely a trickle of spray astern, called for a peculiar skill, all unknown off Newport and Marblehead. Maneuvering for the start was out of the question. Even coming about was beset with the grave danger of going into irons. Beating to windward became a contest in crab-like tacks where

(*Continued on page 113*)

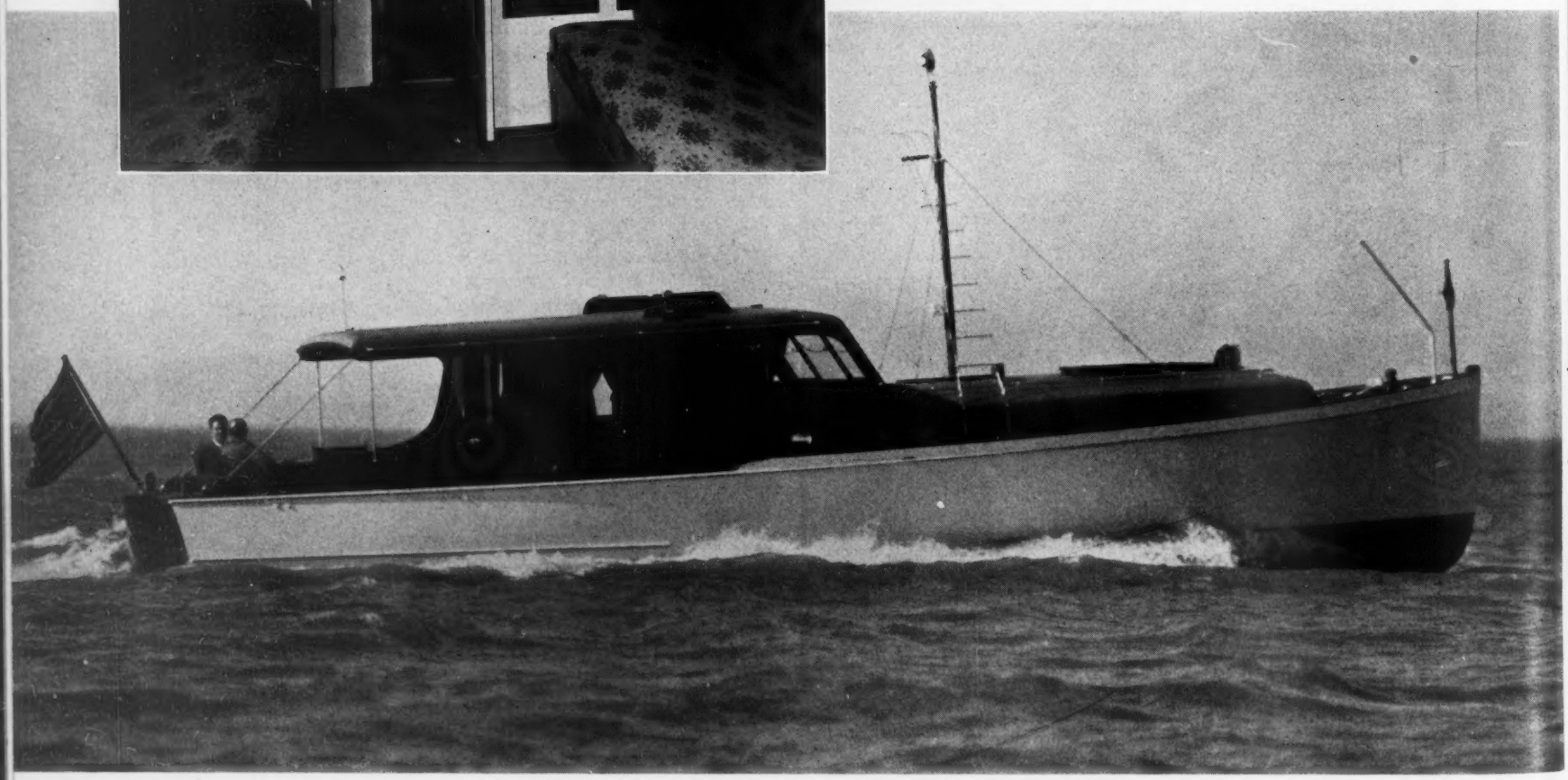


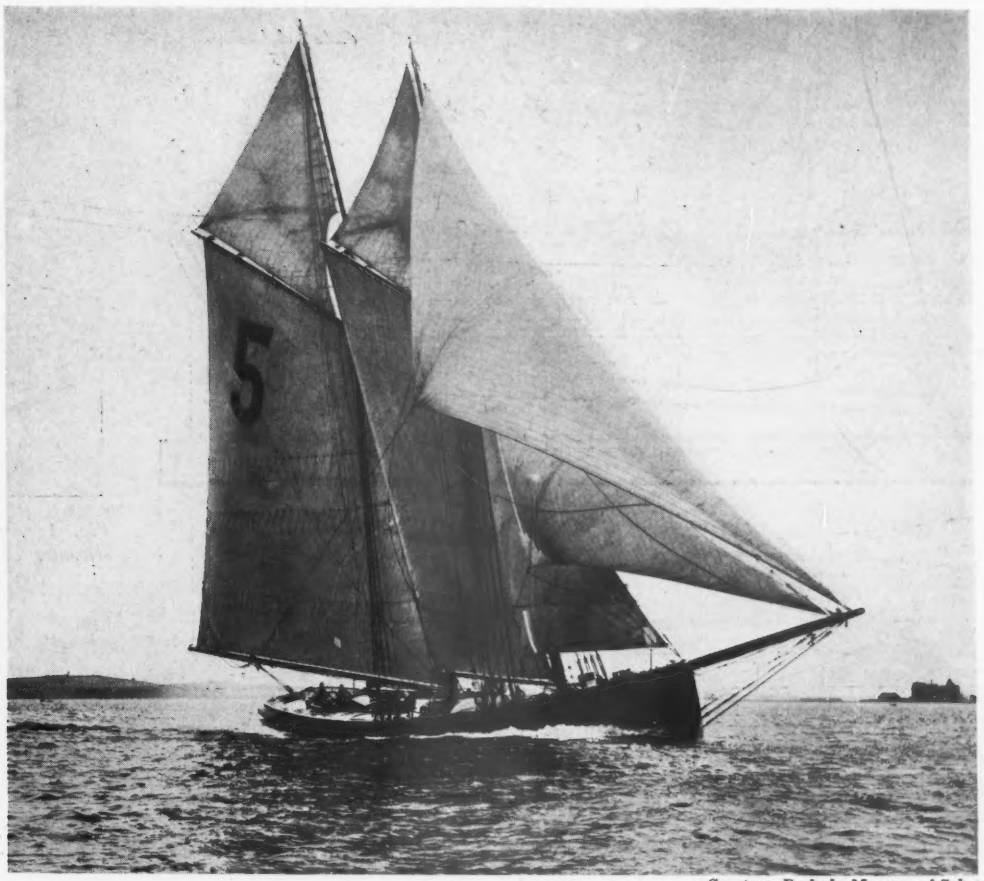
"Ellen Bee"

She is owned by Thomas F. Griffin, of Nogales, Arizona, and her hailing port will be Coronado, California. She has been especially equipped for fishing and for an extended cruise to Lower California, Mexico and some of the outlying islands along the Pacific Coast

She accommodates two in the forward cabin and four in the main cabin. There is a Pullman berth in the deckhouse

"Ellen Bee" was designed and built by the Matthews Company. She is driven by a pair of Buda 6-DM-415 Diesel engines, fitted with reduction gears. Her top speed is 17½ m.p.h., made with the engines turning 2000 r.p.m. She carries 800 gallons of fuel oil and 200 gallons of water, and has a cruising radius of 1800 miles





Courtesy, Peabody Museum of Salem

The famous "Hesper," for years the pride of the Boston pilots

American Pilot Boats

Part III—The Boston Model

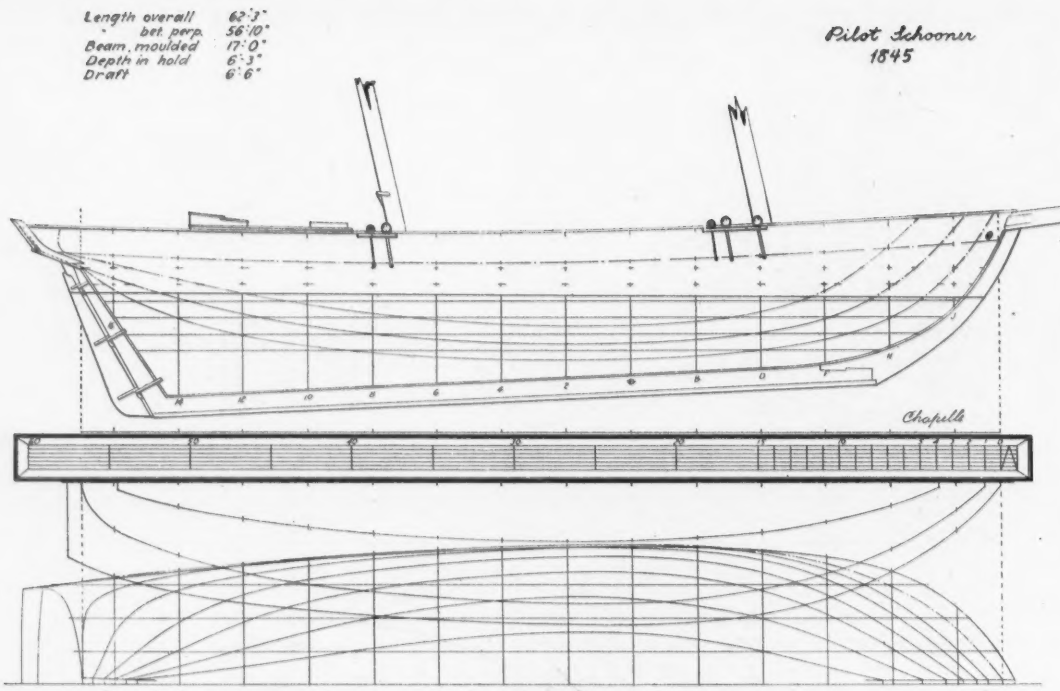
By H. I. CHAPELLE

THE FACT that the abilities of individual designers play a large part in the development of a type of sailing vessel is well illustrated in the case of the Boston pilot schooner. Here was a type that apparently had no great reputation, a mere copy of a model developed elsewhere, which suddenly sprang into prominence when able designers appeared on the scene. In spite of a surprising lack of information regarding the lines and models of early Boston pilot boats, there is a great deal of circumstantial evidence that they were not distinctive in model or fame until well toward the middle of the nineteenth century. As far as has yet been discovered, the only difference between Boston and New York pilot schooners previous to 1840 was the greater proportionate depth of the former, the Boston boats being more or less exact copies of the New York craft in appearance and rig. Perhaps the Boston builders were less progressive than those of New York, or possibly Boston pilotage was less competitive; at any rate there seems to be no mention of distinctive Boston designs nor is there evidence that Boston boats had any great reputation for speed before 1840. Of course, some fast schooners were built at Boston previous to this time, but it must be inferred that Boston schooners had not the reputation of those found at Norfolk and New York. This inference is borne out, to a marked degree, by the fact that, in the extensive foreign literature on American schooners there was no mention of Boston pilot schooners, though those of New York and Norfolk received special attention because of their reputations.

The designer who probably did most to bring Boston pilot schooners the great reputation they enjoyed after 1840 was a Dane, Louis (or Lewis) Winde. This man had been educated in Denmark as a naval constructor and had emigrated to Boston sometime before 1836. The reputation of American schooners of the Baltimore Clipper type was then very great abroad and Winde seems to have been an enthusiastic follower of the model. The schooner that brought Winde to prominence locally was the yacht *Northern Light*, built in 1838 for Colonel William P. Winchester. This yacht was 62′ 6″ long on deck, 17′ 6″ beam and 7′ 3″ depth in the hold; she was a remarkably handsome vessel. Her sporting owner soon took the measure of the contemporary pilot and fishing schooners, with the result that the *Northern Light* won a great local reputation. There were other sportsmen in Boston, to whom the supremacy of the Winchester schooner was a source of annoyance; these ordered similar schooners from Winde or went to other designers in search of schooners faster than the *Northern Light*. Among the schooners built for these enthusiastic yachtsmen were the Winde-designed crack *Coquette* which beat the great sloop *Maria* in a match race, the fast *Brenda* by the same designer, and the *Belle*, designed and built by Samuel Hall.

These schooners all became pilot boats after the yachts-

Preceding articles in this series appeared in December, 1934, and April, 1935.



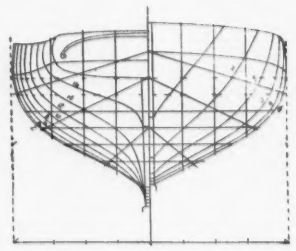
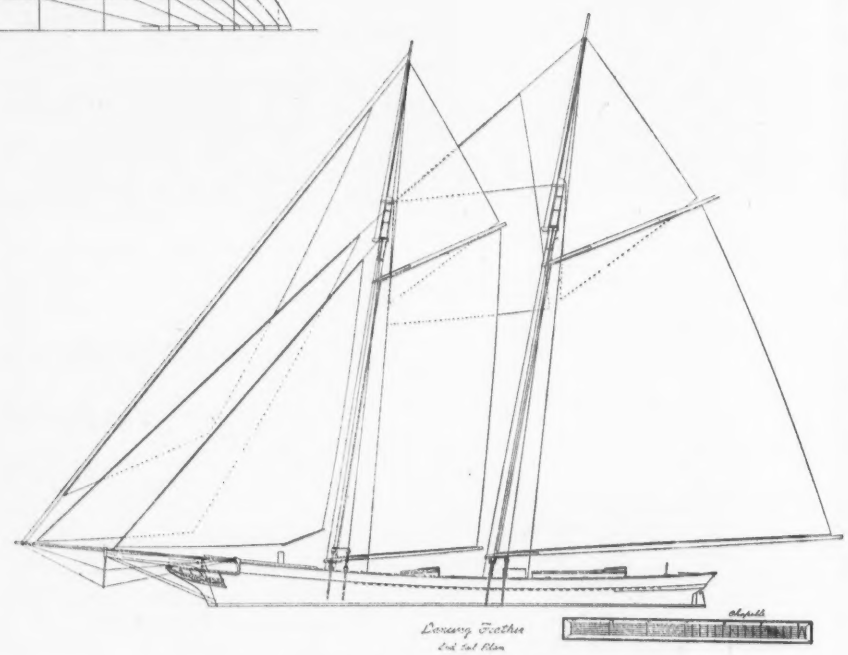


Fig. 1. An unidentified pilot schooner built at East Boston in 1845

men grew tired of them, the *Coquette* and *Belle* remaining at Boston. The pilots had been busy, in the meantime, with the construction of new schooners of larger size and better models than had been seen before in Boston waters. While the new schooners still retained much of the appearance of the contemporary New York pilot boats, they were much sharper and far deeper. Generally speaking, the Boston schooners were narrower than the New York vessels of the same type. A good example of the new class of Boston pilot schooner that appeared after 1840 was the *Frolic*, launched at East Boston in 1843. She was 70′ 0″ on deck, 18′ 10″ beam, 7′ 10″ depth of hold and drew 9′ 0″ aft and 6′ 0″ forward. She had but 18″ of sheer and the quarterdeck was 6″ above the main deck at the great-beam. She carried a 66′ foremast, a 68′ mainmast, and a bowsprit reaching 13′ outboard; she tonned 90. The *Belle*, built the year before as a yacht, was 66′ 1″ on deck, 18′ 6″ beam, 6′ 10″ depth of hold, 72 tons.

It should be mentioned that the *Frolic* followed New York practice in pilot boat design in that she had a raised quarterdeck. This had been a feature of *Northern Light* and *Coquette*. Late in the '40's, flush-decked pilot boats became popular at



Sail plan of "Dancing Feather"

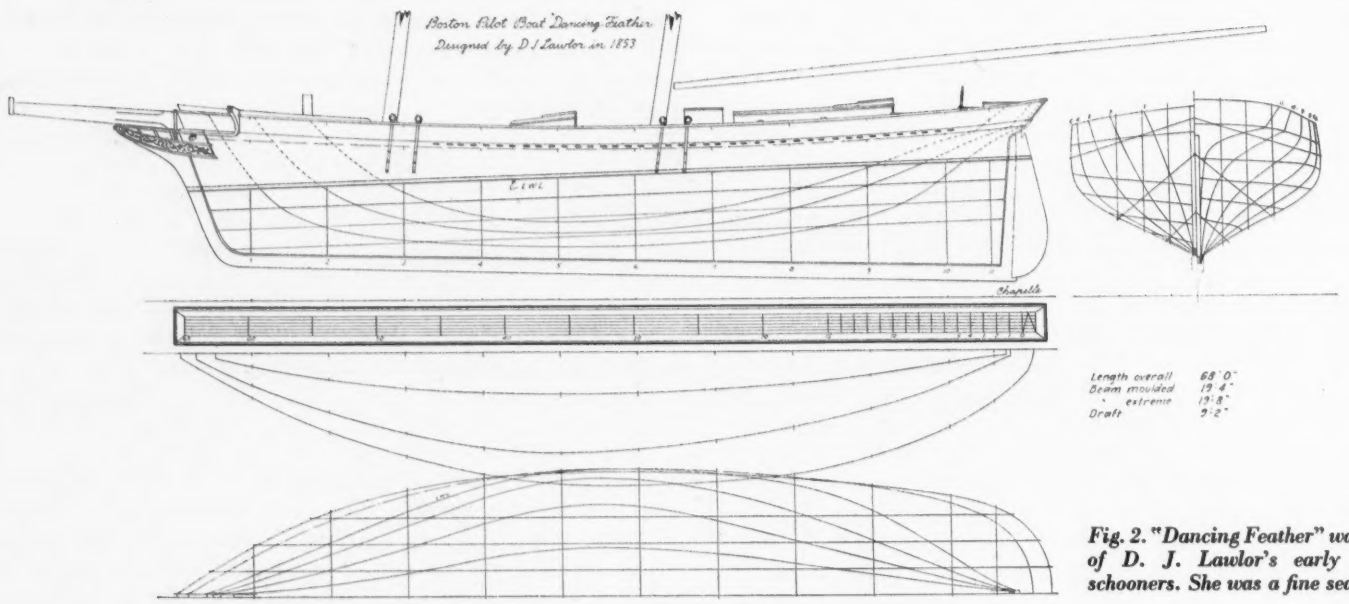


Fig. 2. "Dancing Feather" was one of D. J. Lawlor's early pilot schooners. She was a fine sea boat

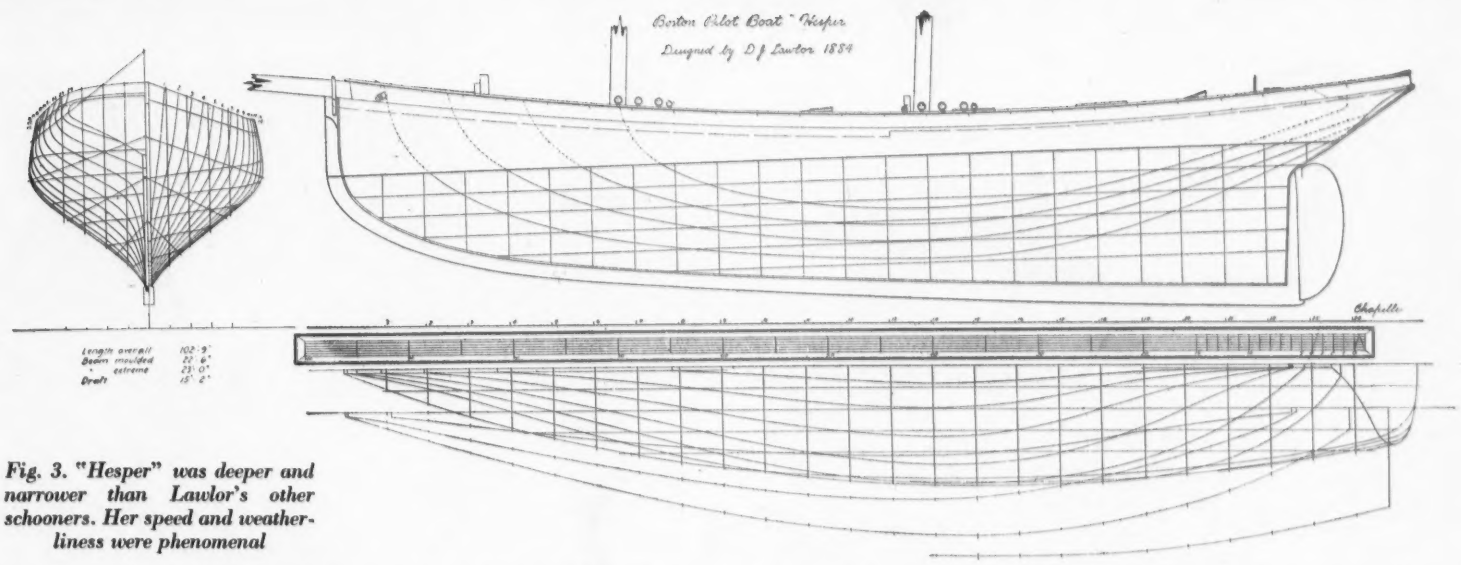


Fig. 3. "Hesper" was deeper and narrower than Lawlor's other schooners. Her speed and weatherliness were phenomenal

Boston; though a few such schooners were built at New York from time to time, most of these were not actually built for the pilot service but for trade, even though their lines had been taken from the famous New York pilot boat model. The reason that Boston pilots liked the flush-decked schooner while the New Yorkers preferred the raised quarterdeck has not been discovered; there was probably a practical reason for the preference, however.

The type of schooner that had been introduced by Winde followed the extreme Baltimore Clipper model, having great drag and much rake to the ends. Perhaps the most marked feature of the new Boston boats was their extraordinary rise of floor; their deadrise was much greater than had been generally used in pilot schooners built elsewhere. During the late '40's and early '50's, the Boston pilot schooners became shoaler but never reached the extremes in this direction that have been noticed in the New York boats. Winde's schooners, and the earlier pilot boats, had the broken sheer that had been popular in the New York craft; when flush-decked vessels became popular, flush sheers naturally followed.

Figure 1 shows the lines of an unidentified Boston pilot boat built at East Boston in 1845. She is much shoaler than such schooners as Winde's *Coquette*, following the trend in design that was appearing at the time of her launch. It might be observed that she was an almost complete reversion to the type of Baltimore Clipper that had been popular in the slave trade twenty years earlier. The scarcity of models and plans of Boston pilot schooners of her period makes any claim that the example is "typical" of her class extremely doubtful, but she does represent a degree of evolution in the Boston pilot schooner type. Judging by the few lines and models that have been found, the development of the Boston schooners was very rapid between 1842 and 1855. It will be noticed that Figure 1 shows a schooner of the flush-decked type.

Winde's schooners, along with those designed by Joseph Lee and Samuel Hall, had firmly established the reputation of the Boston pilot schooner by 1850, both at home and abroad. About this time another designer appeared whose eccentric genius was to enhance the reputation that the Boston pilot boats had earned through the ability of Winde and his contemporaries. This was Dennison J. Lawlor, born in New Brunswick, who was as remarkable for his designs as he was for personal peculiarities. Temperamental and exacting though he was, Lawlor will long be remembered as the designer of some of the finest pilot boats and fishermen ever seen in New England waters. He was probably the greatest rival of Steers in schooner design, but by the time Steers died Lawlor had outstripped him in experience. Not only had Lawlor designed commercial schooners but he had also turned out yachts, steamers and a number of small brigantines of note. One of the most noted of Lawlor's brigantines was the Mediterranean fruiter *News Boy*, built at Thomaston, Maine, in 1854, a 111′ vessel of 299 tons.

Lawlor's pilot boats are our particular concern, however, so we must return to them. Figure 2 is a reproduction of the lines of one of the early pilot schooners from the board of this remarkable man. This schooner is the *Dancing Feather*,

(*Continued on page 110*)

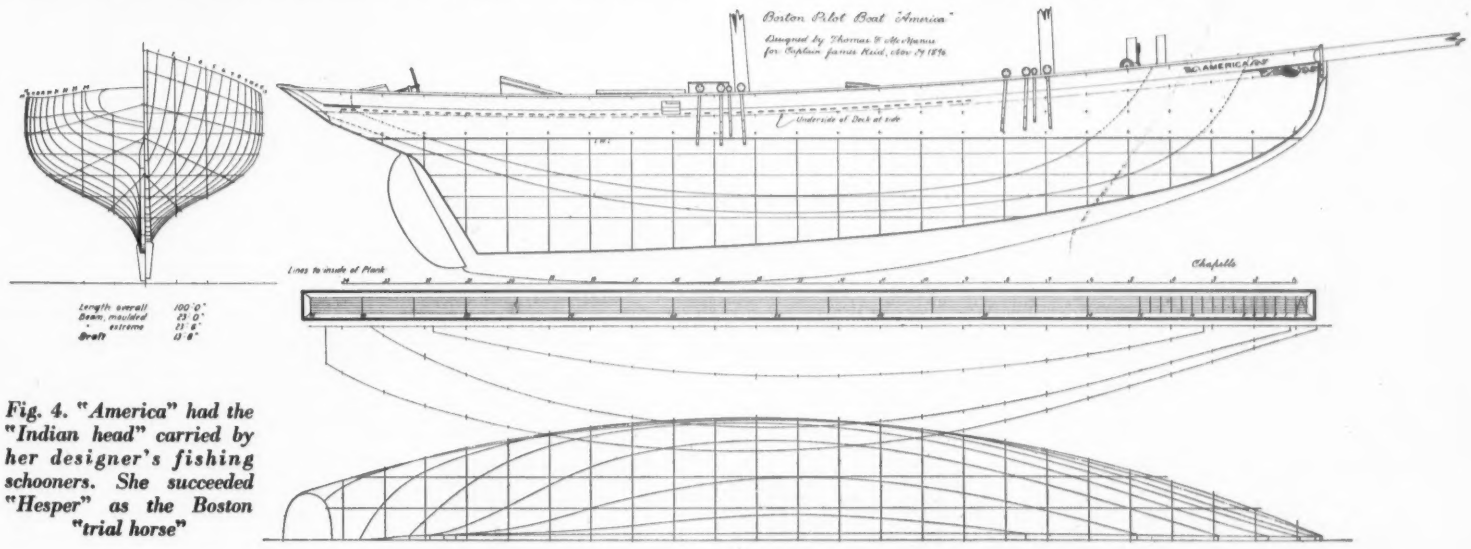
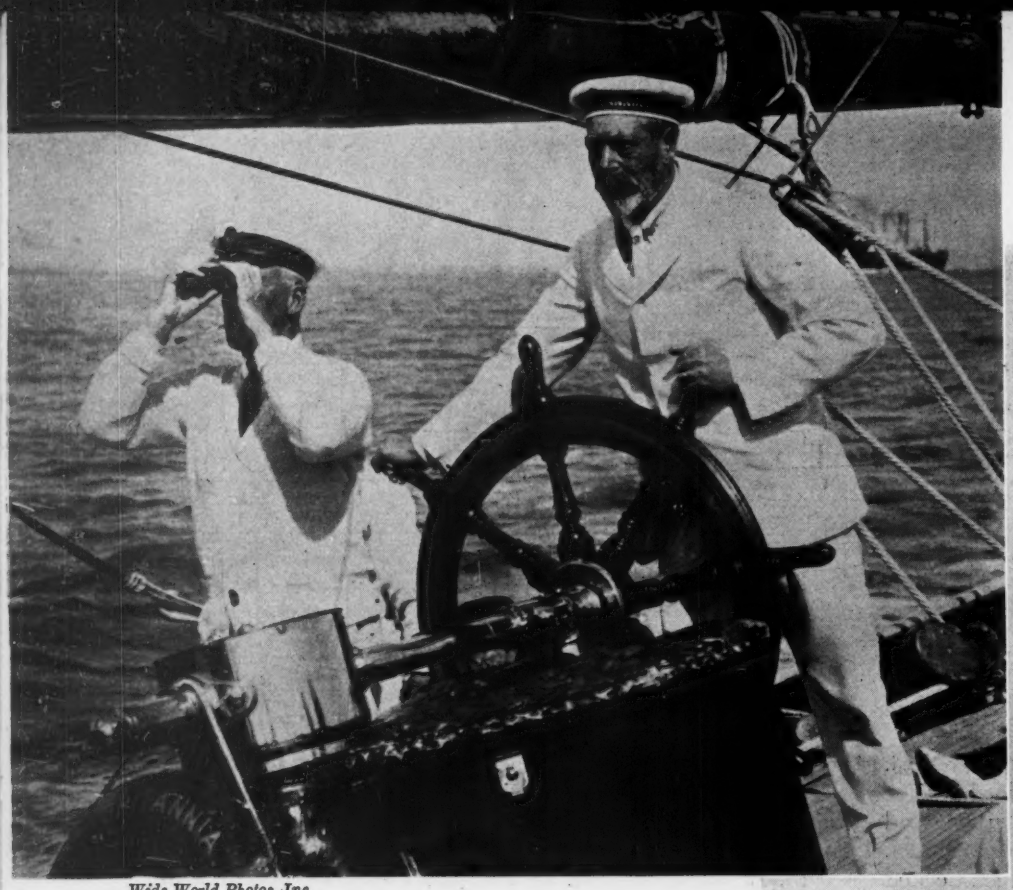
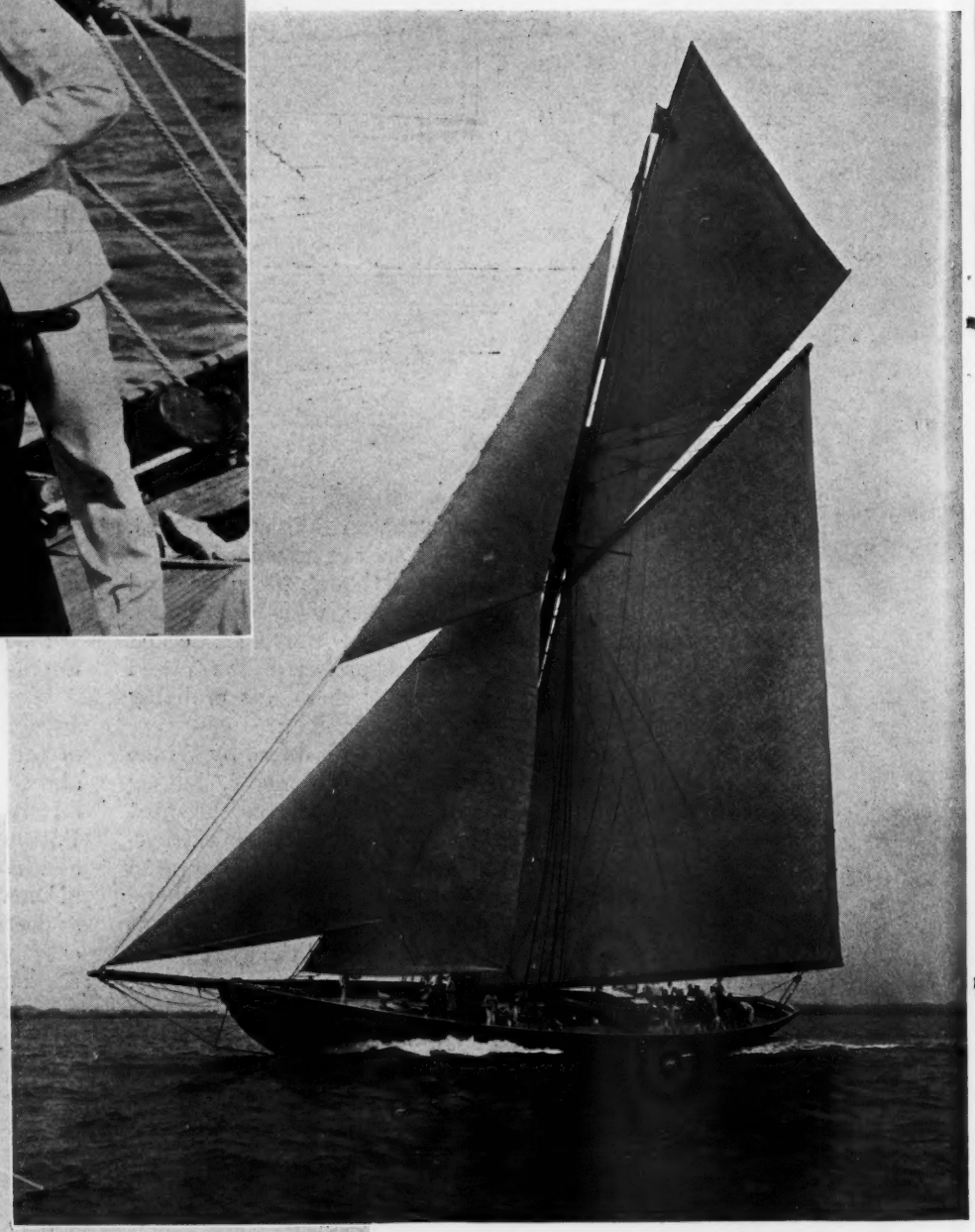


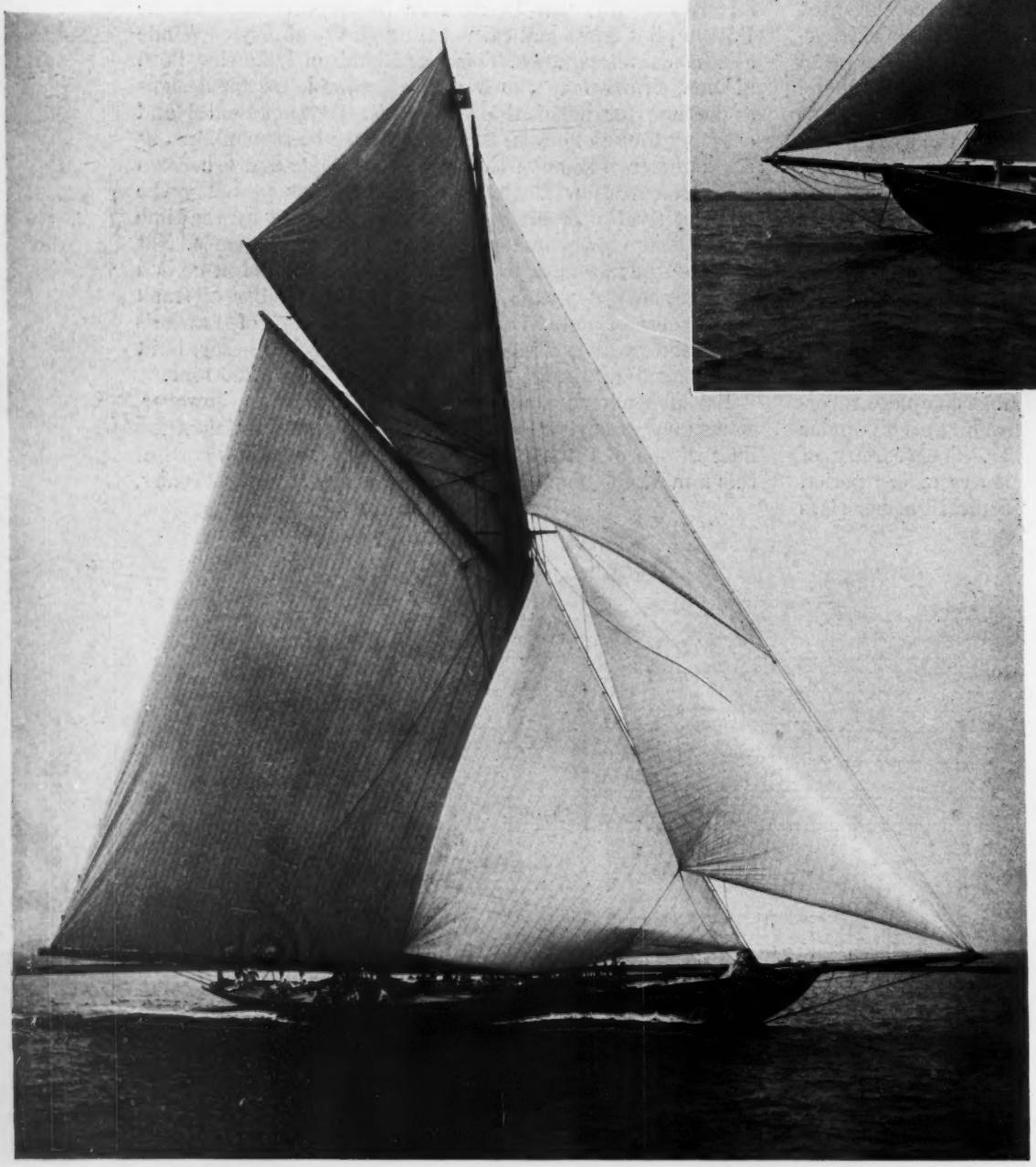
Fig. 4. "America" had the "Indian head" carried by her designer's fishing schooners. She succeeded "Hesper" as the Boston "trial horse"



Wide World Photos, Inc.

The late King George V, yachtsman, and a leader in the sport he loved, at the wheel of "Britannia"





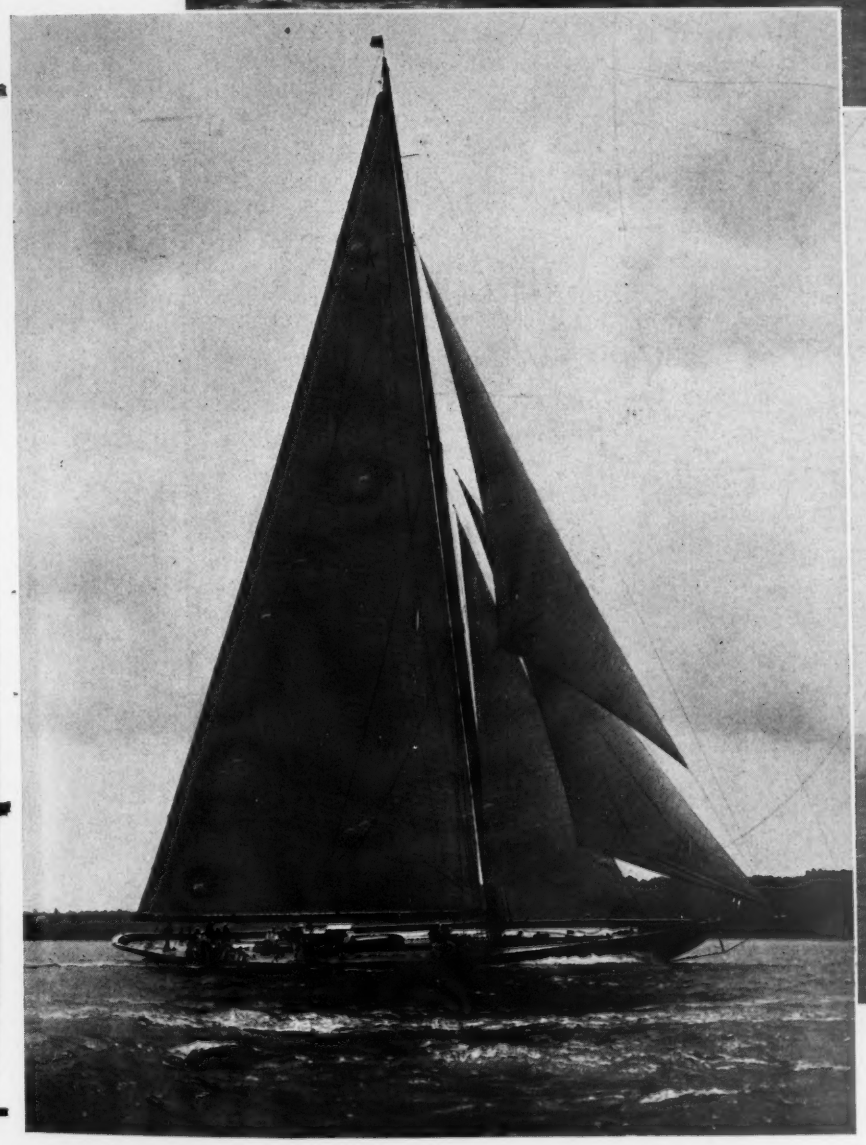
Not only in Great Britain, but throughout the world, the passing of King George is mourned by all yachtsmen. Trained in seamanship in the Royal Navy, and a lover of the sea, he believed that yachting, as a national pastime, would do much to uphold the British tradition of the sea. A large part of his leisure was spent afloat, and he was to be found on the deck of his racing cutter "Britannia" as frequently as his time would permit, especially during Cowes Week

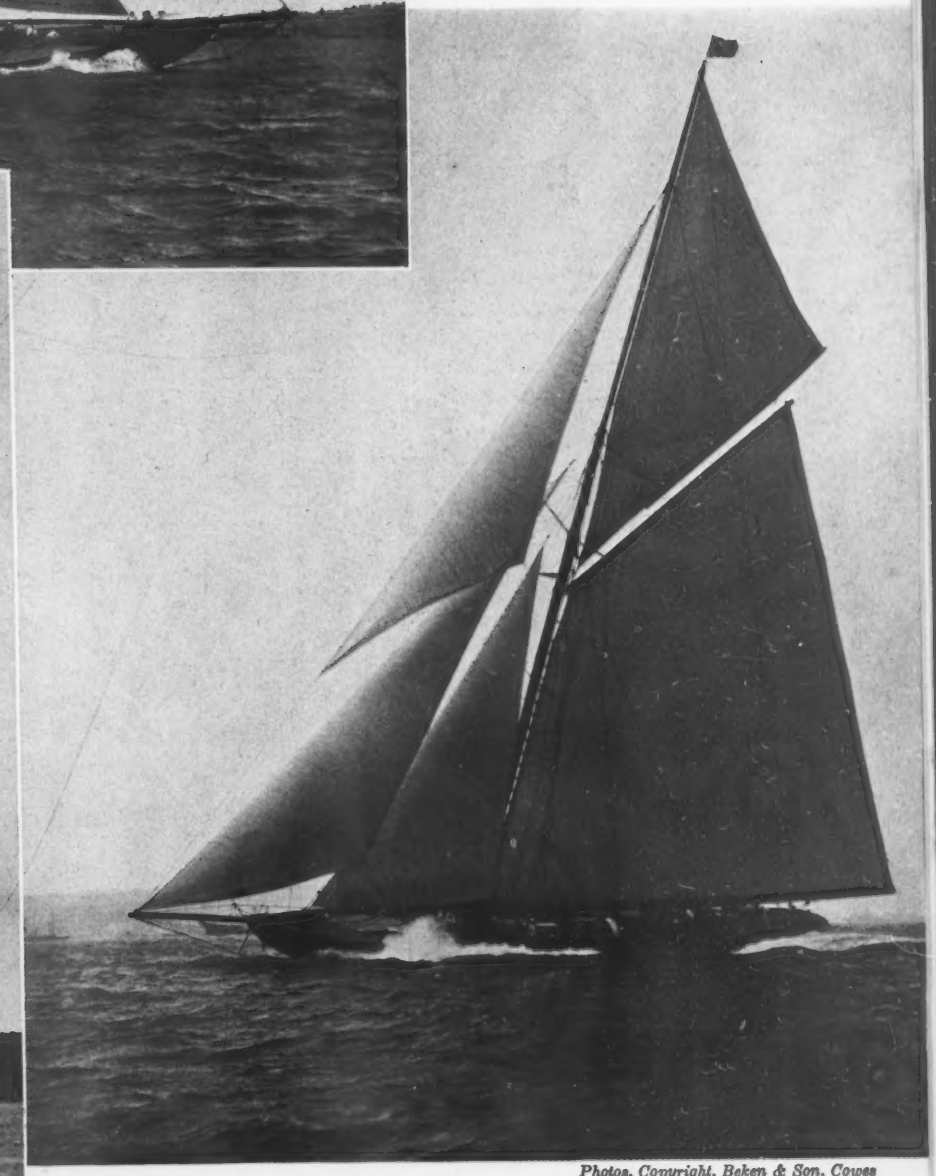
"Britannia" is probably the most famous racing yacht in the world, with a racing record unapproached by any other vessel. During her life she has been altered and modernized several times. At the left she is seen with her original rig of 1893, while above she is shown with the sail plan she carried twenty years later, in 1913

Photos, Copyright, Beken & Son, Cowes]

Built in Glasgow forty-three years ago, from designs by George L. Watson, for the late King's father, then Prince of Wales, "Britannia" has been raced consistently throughout her long career

Below, she is shown with the rig she carried in 1927. In 1931, she appeared with a Bermuda rig (bottom, left), while in 1935 she came out with the tall narrow rig seen at the left. At this time her bulwarks were cut down. When she was laid up last fall the late King announced that her sailing days were over





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Frederick Bradley

Driving her into it! But a fine chance for a tumble with fore staysail sheet and jig across the deck

Clear the Deck!

Proper Disposition of Fixed Gear Makes for Sightliness and Safety

By FREDERIC M. GARDINER

A fine, broad deck — but cluttered with cleats, winches, bitts, lead blocks and gadgets of all sorts

THERE are few things more annoying than gadgets sticking up all over a deck. Winches, cleats, blocks, ringbolts, ventilators or what have you. They are, as a matter of fact, not only annoying but dangerous, particularly at night in rough weather.

The closest call I ever had to an involuntary visit to Davy Jones was on a night watch offshore in a breeze of wind. Somebody had lashed a deck bucket in the lee scuppers and on some detail I no longer remember I had to dash to the lee side of the ship. In the darkness I couldn't see the bucket and I fetched up against it with a bellow and a sprawl and started to nose dive overboard. Fortunately, my reflexes were in order; I crooked a knee and an elbow around the life-lines and a couple of shipmates hauled me to safety.

There is, you will admit, nothing more pleasing to a sailor's eye than a clear, well-kept deck. And nothing much more depressing than a deck all cluttered up with this, that and the other thing. The bucket, of course, was a piece of loose gear and should have been stowed anyway. No legitimate excuse can be offered for a deck with loose gear lying around; such equipment can, and should, be kept stowed except when in use. The real problem of a clear and, in that respect, a safe and sightly deck, is to arrange the *fixed* gear so that it is out of the way.

Last summer I sailed on a beautiful yacht. Fast, able, well-balanced, trim, she had nearly every attribute of the heart's desire. But to venture forward of the cockpit at night without a flashlight was as much as your toes were worth! To paraphrase a famous ballad, there was: "Here a winch, and there a winch, and everywhere a winch!" Each was placed to give the best lead to something. Excellently placed, in fact, to give the best lead to *something* and the worst fall to *somebody*.

I have heard the argument advanced that all this is unimportant, because the crew gets to know where these gadgets are and avoids them instinctively. That, if I may say so, is a witless argument. In the first place, the roster of a yacht's crew is seldom fixed and usually there are some members of the crew who are either inexperienced or unfamiliar with the particular yacht. In the second place, the *danger* from these misplaced protuberances is apt to come at moments of emergency on the vessel. When a man on watch bellows: "All hands on deck!" in the middle of the night, and you go barging up topsides rubbing the sleep out of your eyes and wondering what it is all about, it is no time to go stumbling around with a lot of momentarily forgotten things under your feet.

Time was when a yacht's deck was naturally clear, because running rigging was simple and the trimming of sheets and the hoisting of sail was a matter of beef and not of mechanics. The development of cruising races has changed all this, as it has, to some extent, developed the design of cruising yachts. Today the Marconi, staysail, main trysail and other rigs, with their wire halliards and the demand for extreme tautness and snap required for racing, has brought into use all sorts of contrivances for helping the crew.

This is all to the good. No criticism can be made against anything within reason which increases the efficiency of a vessel. Winches and runners and wire halliards are very useful. It seems, however, that the emphasis has been too much on getting them on board, and too little on how they should be installed for use under the often strenuous conditions at sea.

Precision in the lead of a line or the exact placement of a winch to give the last ounce of racing efficiency should, perhaps, outweigh other considerations in a yacht to be used primarily for day racing. But on a cruising yacht the last ounce of racing efficiency may well be sacrificed for the last ounce of seagoing ability! After all, if one of your crew breaks a leg or is lost overboard, what price racing?

If you say to yourself, "I want all the racing equipment that will help my boat, and I want it to work, but I don't

want anything around the decks that I can trip over," and give the matter a little study, possibly with the help of a designer, I think you can get what you want. At any rate, you can keep your deck clear for that portion of it which is important, *viz:* from the quarter to just abaft the booby-hatch. Away aft and away forward, one is forced to move carefully anyway, and a few extra stumbling blocks make no great difference. Here and in the waterways, close to the rail, you can turn loose your ingenuity and put a lot of tricky gear without seriously adding to the worries of the crew. And that is where those things should be put, if they must be on the deck itself.

Most moderate sized sailing yachts have, furthermore, a raised deckhouse over the living quarters. The top of this is a veritable paradise for racing gear, ventilators, etc. A yacht which is large enough to be really flush-decked has, on the other hand, skylights and hatches raised above the main deck. The solution, in this instance, is to place such gear as would normally go on top of the house as close to skylights and hatches as possible, so as to be out of the way.

Of course, on offshore cruises it is sometimes necessary to carry things on deck which get in the way — the tender, a water cask, possibly a gasoline drum. These do not, actually, come within the scope of our discussion. They are not the sort of thing you will trip over. You may have to climb over them or clamber around them, but you'll never stub your toe. The best thing to do with them is, without doubt, to leave them at home, if your yacht is of a size which makes them a real nuisance. A "rubber boat" (and a lot of lung power) or a life raft may replace the regular tender; water carried in paraffine-lined tins (stowed below), the water-cask; and the winds will have to replace the extra gasoline!

In general, it may be said that the solution of the problem of a deck clear of "tripping dangers," where additional aids to man power are desired, is as follows:

A. If winches are to be used for halliards, place the winch on the mast, or close to the foot of the mast with the halliard led to it through a block. On cruising yachts jigs are perhaps preferable to winches for the halliards.

B. Place all cleats, pad-eyes and blocks which must be on deck, either along the waterways close to the rail or well forward or well aft. A few countersunk pad-eyes may be placed in the deck if desired, although they are dirt-catchers. They do not stick up and are sometimes temporarily useful for snatch-blocks.

C. Winches for runners should be placed either on the quarter or, if there is a cockpit with a coaming, between the coaming and the rail as far aft as possible. In this case each winch must be set high enough so that the handle will swing over the cockpit coaming. If there is a winch for the main sheet, it should, if possible, be placed within reach of the man at the wheel. On a schooner, the winch for the fore sheet should be on top of the house; or, if there is no house, as near as possible to the fore sheet traveler.

D. The forestaysail sheet should be led along the house or, if there is no house, along the waterways. Jib sheets should be led along the waterways.

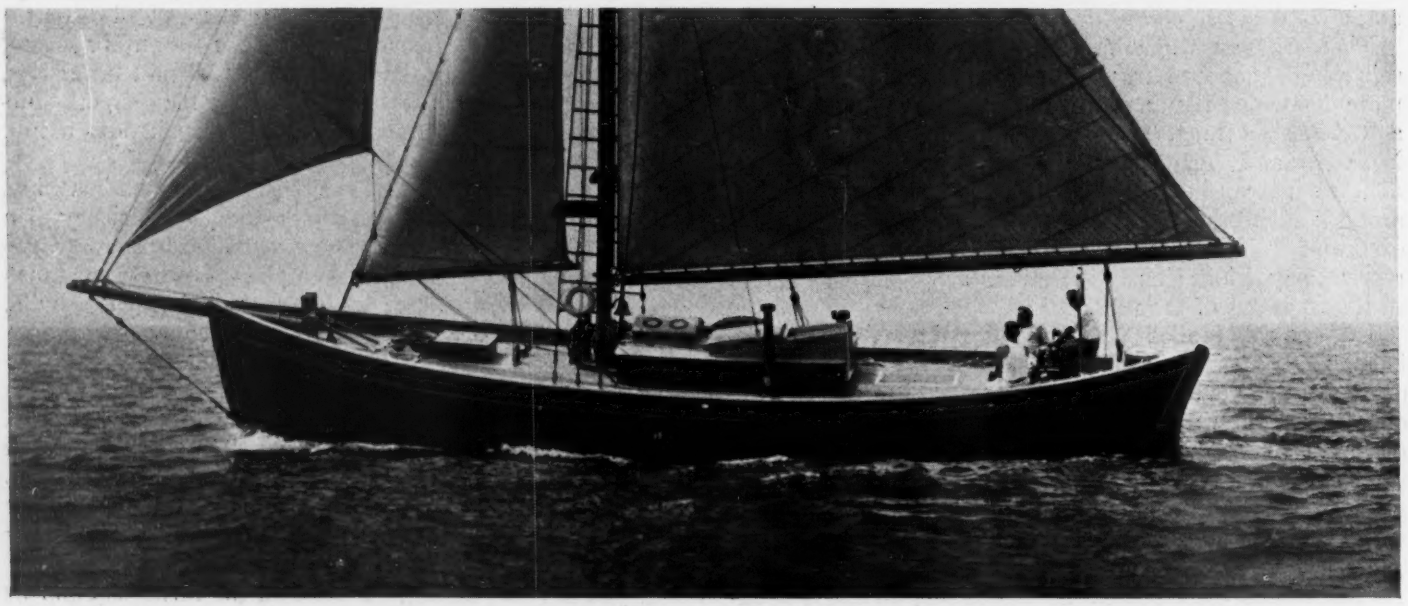
E. Except for those portions of the vessel already mentioned as "safe for gadgets," allow no lines to be led across the deck.

F. Handy billies or watch tackles may be used in place of winches to give additional purchase but, except as noted in (E), they should be led close to the rail or the house. For the runners a "Highfield lever" may be used in place of a winch. This was developed by Mr. H. S. Highfield and is simple and efficient. Care must be taken that the track and slide are strong enough to handle the stresses set up in the runner.

The deck plan shown here is for a schooner of average rig, and has been chosen because a schooner is apt to present a more complicated problem than other rigs. The plan shows one possible solution and, while there may be many variations, it at least leaves the deck clear. The two winches abaft the cockpit are so arranged that they can be used either for the main sheet or for the runners, as only one runner at a time is set up when sailing. Those who want a third winch for the main sheet can place one where the "heavy cleat" is shown and make the sheet fast to the quarter bitts. Jib sheets lead close to the rail, and forestaysail sheet along the house. The fore sheet, with its winch and cleat, are all on top of the house. Cleats will, of course, be placed along the waterways, and elsewhere, for various purposes, including the sheets of light sails, etc., but there will be no necessity for placing any of them on the main part of the deck.

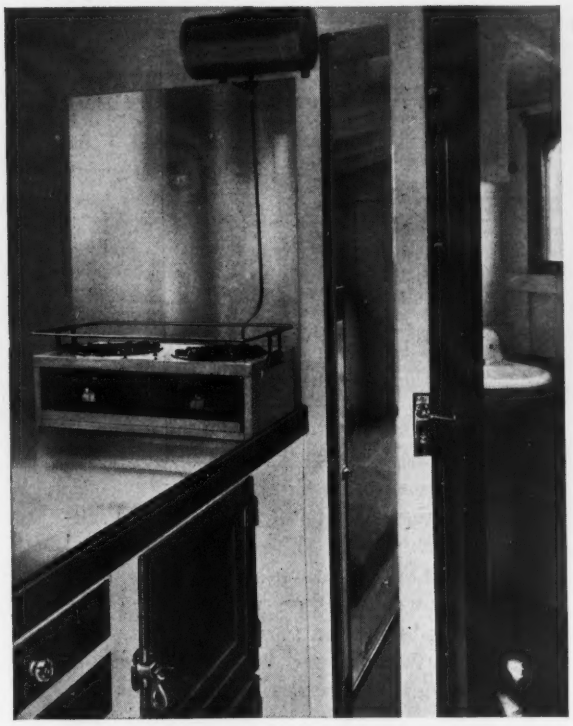
Some may scoff at all this fuss about making the deck safe for a lot of hard-boiled sailors who ought to know how to take care of themselves anyway. But there is one skipper who goes even further and it will not be amiss to speak of him here. Some of you may remember a Cape May Race a

(*Continued on page 119*)



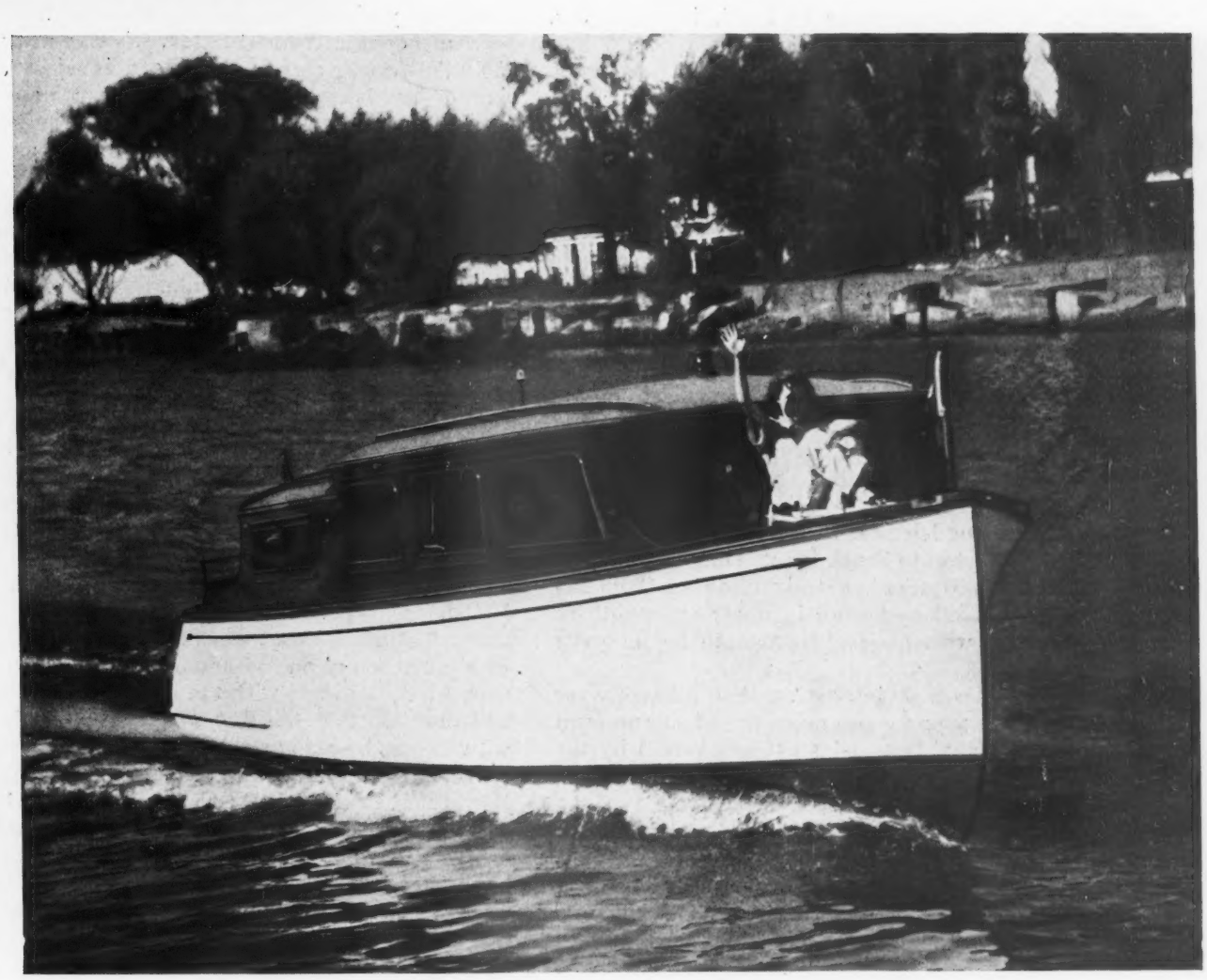
A fine clear deck, with almost nothing to trip over

Right, looking aft through "Renee's" cabin, showing the compact arrangement of the living quarters. The wide seats in the foreground accommodate the helmsman and three guests. Below, the galley, well equipped and conveniently located

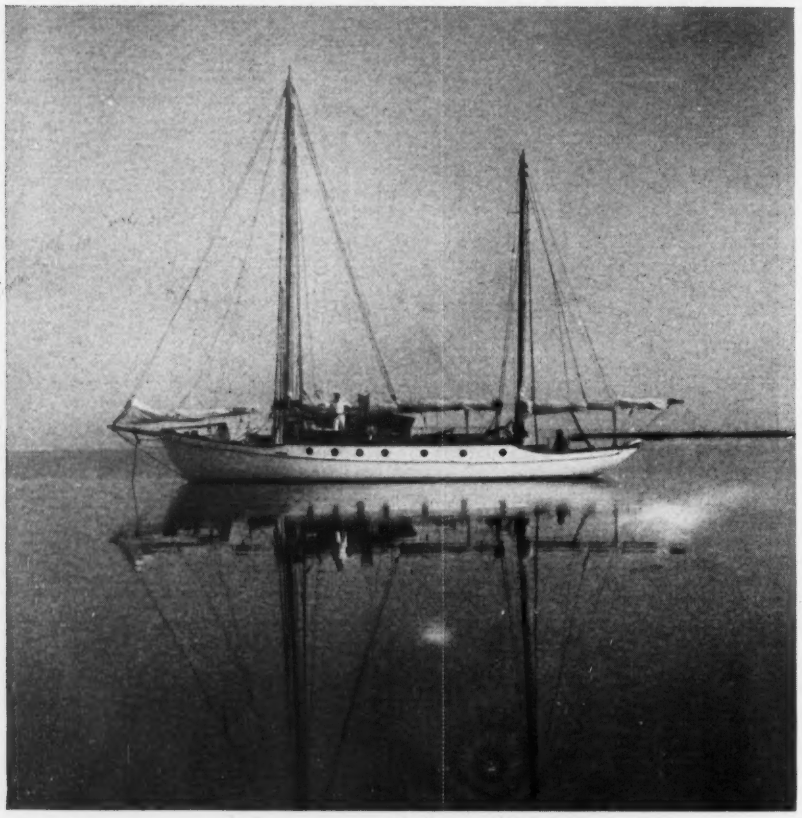


The Motor Cruiser "Renee"

She is a 32-foot standardized cruiser built by the Richardson Boat Co., Inc., of North Tonawanda, N. Y. Her living quarters are forward and her engine, a Chrysler Crown with Gray V-drive, is under the open cockpit aft. "Renee" is owned by A. D. Fraser of Cleveland



A Voyage to Haiti in the Yacht "Alice"



The auxiliary ketch "Alice" at anchor in the Bahamas

Part I

Following a Smooth Water Route From Nassau to Cap Haitien

By HENRY HOWARD

ON MY first cruise to Haiti, in December, 1926, we beat down Exuma Sound and north of Long Island against a fresh trade wind and a rather heavy head sea and anchored close in the lee of Crooked Island, just north of Landrail Point and near some native boats.

Our anchor was hardly on the bottom before a couple of dinghies, loaded with negroes, were sculling over to us. Imagine my surprise when I learned that they, also, were just from Nassau — and this in spite of the fact that their old, ragged sails and dilapidated rigging looked as if they might let go at any moment. The boat nearest us was between 25 and 30 feet over all; besides the crew, she carried thirteen passengers, all bound home to their villages on the other side of Crooked Island. How had they accomplished this seemingly impossible feat? A few questions brought out the fact that they had avoided all the rough water and hard sailing we had been through by going to leeward of the Exuma Cays and Long Island in the shallow "white water" all the way from Nassau to South Point, Long Island. This is a distance of over 200 miles in a straight line but about 225 miles in the course followed — all in water as smooth as Narragansett Bay, with good anchorage to lie in every night.

This information was so interesting that I have never forgotten it and this year we also made the whole run from Nassau to South Point, Long Island (Cape Verde) by the same route, in smooth water wholly protected from the heavy trade wind seas.

On Saturday, December 1st, at 10:30 a.m., we left Nassau with a fair wind and sailed out through the eastern entrance to Porgee Rocks. There we streamed our patent log and set our course SE by E for Ship Channel Cay. The wind was S by E at the start and we thought it would work around to the south and west. Instead, the old trade wind, which had been blowing almost uninterruptedly for the past three weeks, got the best of it and our last two hours was a beat to windward under both power and sail, enabling us to anchor just before dark in the smooth water close under the lee of Ship Channel Cay.

Some of my crew thought we were making a mistake in not slamming through all night outside in Exuma Sound. The next morning, however, when we could see the spray of the heavy sea across the cays, they were not sorry to be on the banks with 200 miles of smooth water sailing ahead of us.

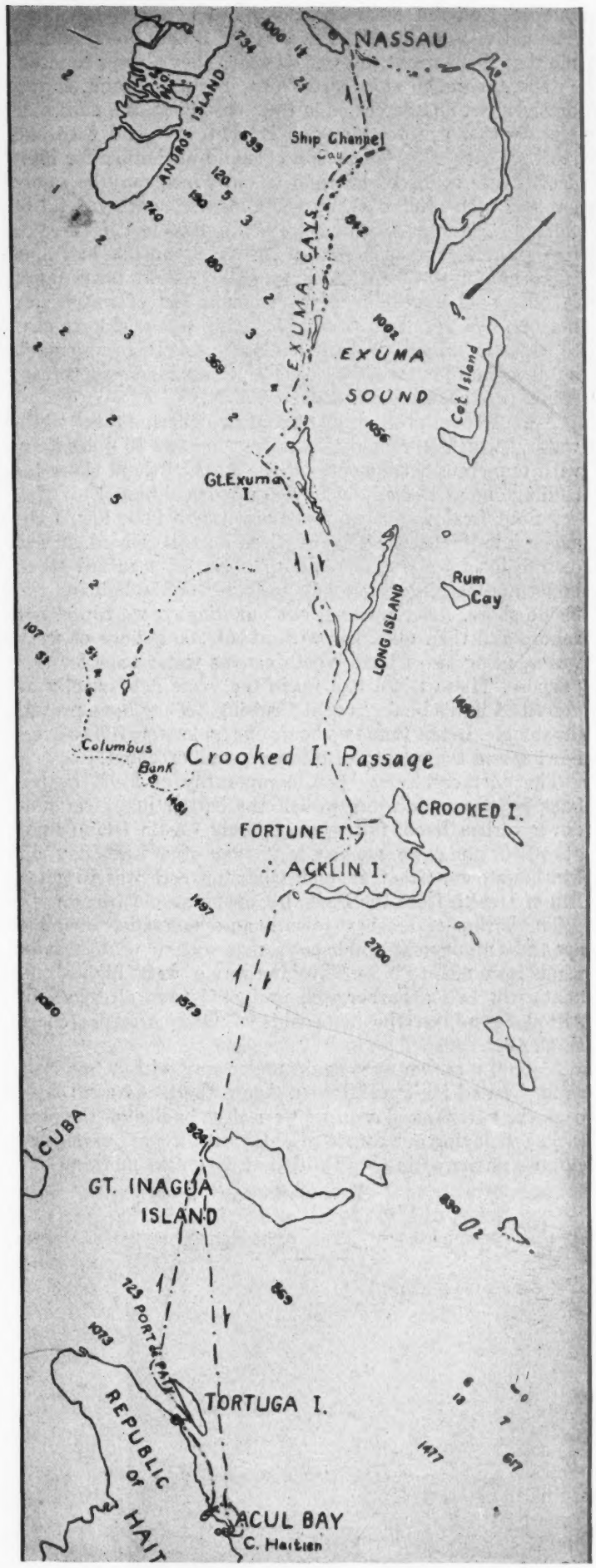
At 7:25 a.m. we started. All day the wind was nearly ahead, obliging us to use both power and sail. We anchored in the lee of Harvey's Cay at 5:15 p.m., just 50 miles further on our way. There is said to be a splendid harbor here between two cays to the north and east of Harvey's Cay, not indicated on the chart. The light, however, was too poor to attempt its exploration as the sun was setting when we anchored.

Our engine, a single cylinder semi-Diesel using crude oil 28° to 32° B, is running as perfectly today as when new. It drives a 30-inch variable pitch propeller which is also still working perfectly. On a run like the one we had just taken, with a fresh breeze nearly ahead, we eased the pitch of the propeller to maintain the proper number of revolutions, thus enabling us to make good 50 miles to windward in slightly under ten hours.

The next morning we were under way at 7:30 a.m., passing Little Farmers Cay at ten, then steering S by W½W to give Galliot Bank a good berth. We finally headed SE by S for West Barracouta Rock which we picked up right ahead and passed at 1:00 p.m. Then we sailed SE three miles further to East Barracouta Rock.

Here we had to make an important decision. It was our last chance to go out into Exuma Sound. Last year we went through Pudding Cut, west of Barraterra Island, and thence to Exuma Sound and Georgetown Harbor through Boisey Cut. I felt, however, with the strong trade wind which was still blowing, that the Cut would probably be impassable with the sea breaking right across the entrance.

We, therefore, laid our course SE by S¾S from East Barracouta Rock to Duck Cay, a distance of 16 miles. This course takes one over the end of a shallow bank not shown on the chart, but a slight detour to the SW avoids it. The bank is easily seen and lies about two miles to the northward of Duck Cay. We passed between this bank and Duck Cay in a channel about one mile wide. Nowhere was there less than two fathoms on the course we sailed, heading for



The track of the "Alice" from Nassau to Cap Haitien and return. She found smooth going in the "white water" to leeward of the Exuma Cays, the course followed by the local work boats

Cokely Cay, although the chart shows only one-half fathom.

The shape of the westerly end of Cokely Cay is inaccurately shown on the chart (26d). Approaching, as we did, from just north of Duck Cay, one heads into a small cove lying between two points. There is a white sandbank across and outside of the mouth of this cove with two or three feet of water on it. This bank may be avoided by passing around its southerly end and thence into the channel which lies between it and Cokely Cay. The anchorage is in about the middle of the cove near the shore. As there was a rather strong current, we moored between two anchors and spent a comfortable night.

Cokely Cay has a large pond of brackish water, about 120 acres in extent, which was full of ducks at the time of our visit (December 3rd). To get them at least three guns are needed — one on each side of the pond. The birds stay there all day feeding unless driven away by hunters, who rarely come to this out-of-the-way place.

According to chart H. O. 26d, the channel for small boats is west of Hawksbill Rock, about 3½ miles WSW of Duck Cay. There is, however, an excellent channel between Duck Cay and Cokely Cay with two or three fathoms in it — nowhere less than two fathoms, according to our soundings. Passing through this, one can steer straight for the small automatic light on Nuevitas Rocks, SE by E½E. This light is a recent addition and is located on the Eastern Jumentos Cays in Lat. 23°09′ N, Long. 75°23′ W.

Personally, I prefer steering an easterly course in one and one-half to two fathoms just south and in plain sight of the small cays south of Great Exuma — partly because it is more interesting and partly because there are sometimes fairly strong and unexpected currents over these banks that may throw one considerably off his reckoning. This course carries one close by Green Turtle Cut which we did not have time to explore. The natives say that this provides a good channel with eight feet of water leading to "the Bluff," a landing place on Great Exuma from which a fairly good road leads into Georgetown. I hope to explore this region another year.

Seven or eight miles east of Green Turtle Cut Roll Town is passed and "the Ferry" which separates Great Exuma from Little Exuma. Through this channel a boat of four feet draft can be taken at high water. This passage is not even indicated on chart H. O. 26d. A stranger should not attempt it without a local pilot.

We found a smooth anchorage for the night just south of some cays abreast the Ferry in seven feet at low water with an extensive shallow bank outside of us.

In the morning, after running to the south of these banks, we headed in a southeasterly direction, keeping in water about two to three fathoms. To the north of this course lie extensive uncharted areas which would be interesting to explore.

After a run of 20 miles, we were greatly surprised to see an automatic light tower, evidently located on one of the Eastern Jumentos Cays. It was not shown on our chart or listed in the index of the latest lighthouse book under "Jumentos Cays." Finally, by going over this book item by item, I found it listed next to Castle Island on "Nuevitas Rocks." I verified this by the latitude and longitude as no such name appeared on our chart. A few miles farther on we anchored in two fathoms abreast of Boat Harbor, Long Island.

Until the last hurricane this could be entered at low tide by boats drawing six feet by passing around the western point of a shoal, one-quarter mile south of the harbor entrance. This shoal is still there, but now a second bank about 200 yards outside of the old shoal leaves only about three feet at low water. Five to six feet may be taken in at high

tide. The above, and much more valuable information, was obtained from Captain Caulie of the Mariguana sailing mail packet, which was anchored here with us.

At this point there appear to be two harbors. The best entrance and the best water over the outer bar is the easterly one. Our anchorage was abreast of it. A few hundred yards SW of our anchorage is a bad and rather extensive coral reef with ledges almost awash at low water. The second or westerly entrance has about four and one half feet at low water but, according to Captain Caulie, only four and one-half feet at high water can be taken in by going to the west of both the sandbars previously mentioned.

Our anchorage was rough and uncomfortable with the wind ESE. With the wind NNW to E, it would be excellent.

The next day we were under way at 7:00 a.m. with a strong trade wind dead ahead. We kept in the shallow "white water" and made excellent progress under sail and power. At first we thought of anchoring at Galloway Landing, from which it is only a few miles across Long Island to Clarence Town. Sailing close to Stephensons Rock, we laid our course NE for the point on the beach which the chart indicated, but as we drew near no light was visible. We continued on for three or four miles to the eastward and finally located it at least three miles from the location shown on the chart and with Stephenson Rock bearing west from the point where we were, close to the beach!

The wind now let us run along the beach, so, stopping our engine, we had a grand sail to Berry's Ford, which Captain Caulie said was the best anchorage on the south side of Long Island. This we found to be true, although the anchorage is not even indicated on chart H. O. 26d or mentioned in the Coast Pilot. While Berry's Ford is the official name, it is known as "the Ford" to the natives for miles around. This anchorage may be located by measuring back four and three quarters miles from the light at South Point. The best anchorage is opposite a causeway which has been built at this point across a large salt pond near its northern end where it is quite narrow. The best anchorage is in excellent holding ground on a grassy bottom in two fathoms, just a comfortable swinging distance from the beach; outside of this the extensive shallow banks, with six to eight feet of water on them, give protection. The tide here rises about three feet. The soundings given on the chart in this neighborhood are incorrect.

Next morning we weighed anchor at 8:30 a.m. and passed South Point at 9:25 a.m., bound for Fortune Island, 31 miles to windward across Crooked Island Passage. On this run we encountered a strong, favorable current, apparently running in an E to NE direction, so that we sighted the land a full hour before we expected to. This current is neither indicated on the chart nor mentioned in the Coast Pilot. The native negro boatmen at Fortune Island, however, told me that this current was one on which they always counted.

The anchorage at Albert Town, Fortune Island, shown on the chart and described in the Coast Pilot, is a miserable place with no protection from NNE to SW and with bad reefs on each side. There is a splendid anchorage for light draft boats inside of Fortune Island which may be safely entered even after dark by rounding the southern end of Fortune Island at a distance of about 1000 feet in three or four fathoms and then continuing NE about one half mile from shore until the inside light at Albert Town bears about N. The anchorage is in seven to eight feet of water, soft bottom. We found no trouble in doing this and were glad to be in such a well protected anchorage as there was much lightning in the north, indicating that a norther was threatening. (See charts H. O. 2805 and 5394.)

A week could profitably be spent in exploring this "white water," which is, roughly, 20 miles wide and 30 miles long, with numerous settlements on the Acklin Island shore including one at Delectable Bay — wonderful name!

As our fresh water supply was getting a little low, I engaged a native to show us a well on Fortune Island. It was on the inside, about one-half mile NE of a ruined stone house and three-quarters of a mile SW of the light on the inside shore. After washing out our dinghy, we towed her ashore and then filled her with about 200 gallons of fresh water, using two Claud Worth canvas water bags for this purpose. These I had had made ten years ago, exactly as described in his book "Yacht Cruising." They have proved invaluable. In less than two hours our tanks were full to overflowing and the quality of the water was excellent.

The norther having been, temporarily at least, beaten back by the trade wind, we left the harbor just after sundown with a fresh, fair wind. Passing Castle Island light at 10:30 p.m., we anchored at noon the next day off Mathewstown, Great Inagua. Our stop here was to get a Bill of Health from the Haitian Consul, an old friend.

The harbor of Mathewstown is an open roadstead and is apt to be an uncomfortable anchorage with no protection in winds from SSE to N by W by the way of west. Light draft boats will find a harbor well protected from all winds in Alfred Sound, on the north side of Great Inagua (chart H. O. 422).

At 3:00 p.m. we were again under way with a fair NW wind, headed for Cap Haitien. Again the trade wind beat back the norther and soon we were close hauled on the port tack, just laying our course SE½E. With the aid of our engine we anchored in Cap Haitien at 8:45 next morning.

(To be concluded)

The anchorage under the mountains at Cap Haitien

"Kildee" is a handy fishing boat. She is a 32-footer

Hi-Jacking a Swordfish

By

GEORGE W. SUTTON, JR.

S A guilty consumer who did his bit to enrich the unlawful industry which supplied us with potables during that period in American history known as "Prohibition," I read many stories of hi-jacking. As I understand it, the thing started through the waylaying of truckloads of forbidden wines, beers and liquors. Then the boys started in on the silk trucks and later switched to armored cars containing cash. I seem to remember an incident in Brooklyn, which had a motor boat angle, and in which the boys carried off some $427,000, the matter remaining to this day a mystery to our law enforcement master minds.

But the idea of hi-jacking swordfish was new to me and rather quaint. Since this was the only form of hi-jacking I have ever witnessed and since the fish was hi-jacked before he was even caught, the thing made, perhaps, a greater impression on my mind than it deserved in this day of burning questions.

Early Saturday morning, August 3rd, 1935, the fisherman yacht *Kildee* pulled out of Block Island Harbor in quest of broadbill swordfish, marlin, tuna and what have you. At the wheel was the owner, Griscom Bettle, of Philadelphia. For four hours we headed SSE over a calm sea without sighting any piscatorial specimens except an occasional shark. These were beneath our notice as game but several of them were greatly annoyed by 22 cal. bullets directed at them by Danny Bettle, the 14-year-old son of the Skipper.

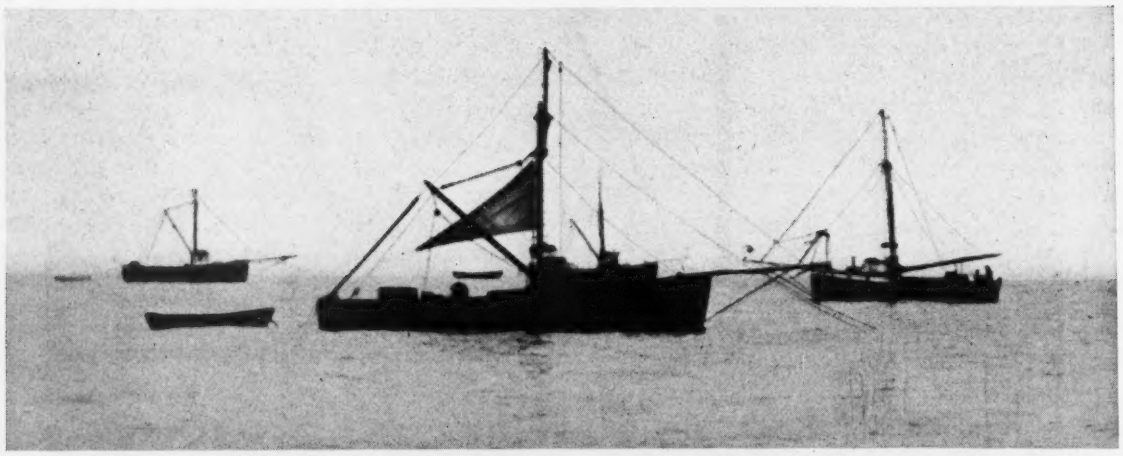
On this occasion, as for the past several seasons, the Skipper had as captain, Hub Allen, a native of Block Island, who had pursued professional fishing most of his life. In his younger days he was regarded as one of the finest strikers of the Block Island fleet. Along to help him and stand watch at the masthead was his son, Ray.

I know that there is a feeling among dyed-in-the-woo anglers that harpooning swordfish is akin to catching trout with worms. Although I would not try to catch a trout with a worm, there are reasons why I do not object to hunting the sworded fish with the harpoon. On this matter I consulted my host, Griscom Bettle, who is an expert of many years standing, and who gave his opinion as follows:

"There are probably a thousand yachts with pulpits and there are very few successful rod and reel broadbill anglers fishing Montauk-Block Island waters. Generally speaking, less than one in twenty broadbill has any interest in taking a bait, and less than one in ten which do show an interest in bait are landed. Marlin, on the other hand, are a totally different problem and should never be taken any way other than on a rod and reel."

The day was fine with scarcely a breath of air; it should have been an excellent day for broadbill. However, the fish appeared to have moved eastward as we sighted none off Block Island. The course was consequently altered to the eastward following the outside course toward Noman's Land. After about five hours on a random easterly course, the first of the commercial fleet off Noman's Land was sighted in the distance. When the *Kildee* drew closer more boats appeared, until there were some forty or fifty vessels of every kind and description in sight, from the clumsiest, dirtiest little Portuguese to the finest of schooner yachts. We were overjoyed because we were sure that the fish must be here at slack tide to have drawn such a fleet.

By the time we reached the fleet the sun was slanting down to the west and the fleet had started to head inshore. It was time to think about snugging down for the night. We headed north for Noman's Land and after a run of about an hour picked up the yellow banks on Martha's Vineyard which is the first landfall one makes. Just about this time we



A part of the fishing fleet anchored ten to twelve miles off Noman's Land

noticed a number of the commercial fishermen letting go their anchors. As the weather was fine and the glass was good, we decided to do likewise. We tied both our anchor rodes together and let the hook go in about 22 fathoms. We paid out plenty of warp and then started to make snug for the night.

In this connection, it is interesting to note that most of the bottom from Cox's Ledge to Nantucket Shoals is a submerged continental shelf averaging 20 to 25 fathoms in depth. My host believes that this peculiar formation has much to do with the number of swordfish and marlin in this area.

The *Kildee* rode the swell quite easily so that we could cook supper in fair comfort. We had picked up a couple of small tuna on the way down and one of them did duty for supper. We tossed a bit that night but managed to sleep soundly. As we were lying twelve or fifteen miles south of Noman's Land, we were practically on the fishing grounds so there was no hurry to get under way next morning.

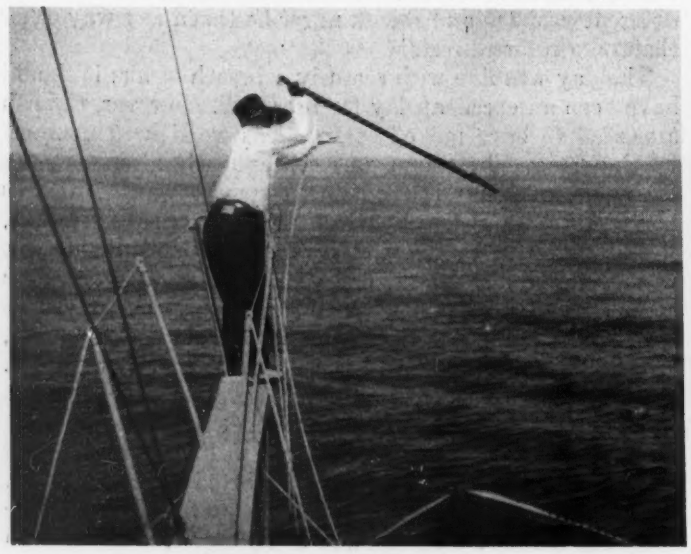
About eight o'clock the fleet got under way and so did the *Kildee*, and I am here to say that it was a long haul on the 60-pound anchor. A touch of the self-starter and the engine started to whirr. We pushed ahead to take up the slack in the anchor warp. As soon as the anchor was up, we started in a southeasterly direction into the sun, for we wanted to have the sun at our backs when the fish came up.

About ten o'clock, the fleet, which had increased considerably, began putting out dories and we knew that the fish were up, even though we had not yet seen a broadbill. Just after this, the lookout sighted a fin about a quarter of a mile away, just on the edge of the sun path. Right in the sun path was a commercial fisherman who was apparently running after the same fish. We gave our motor the gun, went past the fish, leaving him to our port beam, made a sharp turn inside of the commercial fisherman, came down on the fish with the sun at our backs, and were lucky enough to iron him successfully. There was great commotion as the warp went out and the keg was thrown over; no small part of the racket was contributed by the commercial fisherman from which an Airedale yapped his displeasure.

The *Kildee* is a 32-foot boat and very handy. She is only reasonably fast, 10 to 12 miles an hour, but she is a "bear cat" at turning. Because of her handiness, it is unnecessary to haul a swordfish from a dory. They are handled from her large open cockpit.

After about ten minutes we picked up the keg and started hauling on our fish. We knew he was pretty well hit and so we hauled with more energy than we ordinarily put forth and shortly got a good deal of line in. With that, our swordfish decided that he was going other places and started swimming off. "Look out for the line, don't get your leg in a bight," called Hub. This, as the line slipped through our fingers. We turned the boat and followed the fish. This done, we could again get in more line. Finally, after about 40 minutes of this, we had him alongside, exhausted, and hoisted our catch into the cockpit. The picture shows where the dart penetrated alongside of the dorsal fin. The fish was a relatively small one,

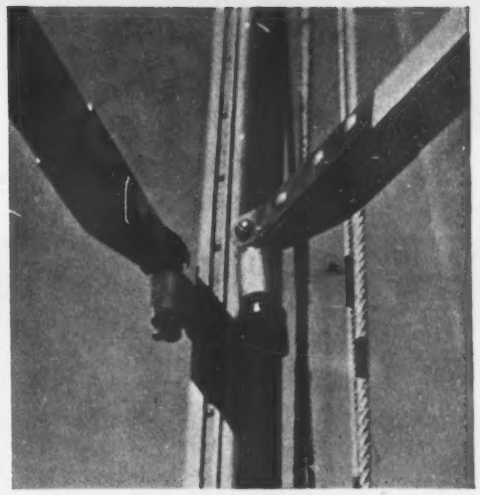
(*Continued on page 117*)

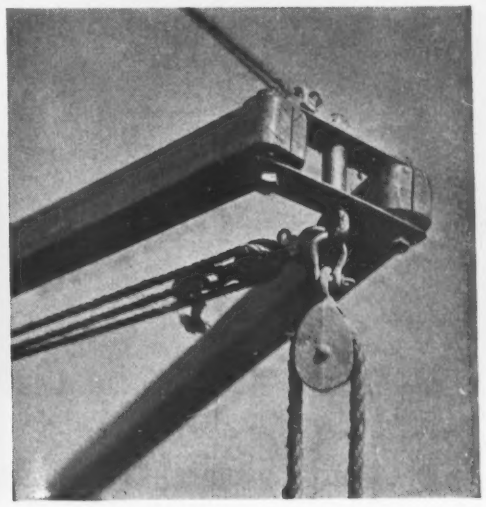


Ironing a broadbill. Close examination shows the wake of a disappearing fin

A view of the dory with a swordfish alongside at the end of a successful haul

Below, the new rig keeps the head of the mainsail from sagging off to leeward. Right, top, the gooseneck fittings; bottom, the after end of the wishbone with sheet, outhauls and topping lift rove off





How To Make a Wishbone Boom

By JOHN W. NEWBEGIN

MY BOAT *Hi Ho* was designed by Atkin as a cat, which he called "Crazy Kat." I built her because she looked good and, being flat bottomed, was easy for me to build. However, a cat rig is not my favorite so I decided to make her a sloop. About the time I was worrying over how much lead to give the *CE* over the *CLR*, every yachting magazine began to discuss the merits of the wishbone boom.

You've undoubtedly read about the advantages of having the proper draft in the canvas on all points of sailing. If you will watch a tall, narrow modern sail "wind" (fall off at the top) when the sheets are eased for a reach, you will easily visualize the merits of the boom that holds the clew down where it belongs.

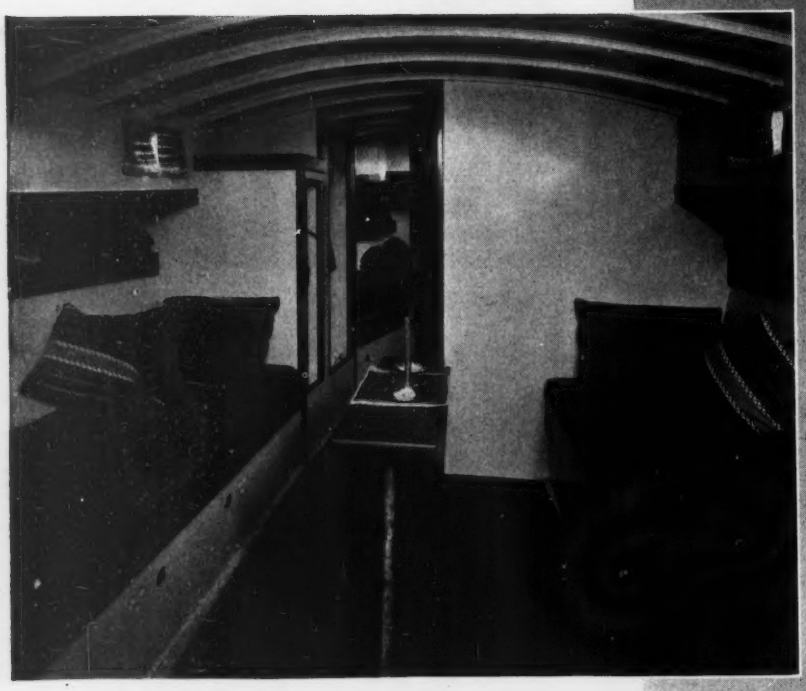
My wife insists that its best feature is the height of the boom. You can stand up with perfect safety while making a "North River jibe" for the boom won't hit you. If you're forward, a soft edge of canvas brushes you; aft by the tiller, even the foot of the sail is above your head. The unobstructed vision for the helmsman is of great advantage both in handling the jib and in watching other boats.

In *Hi Ho* the boom is made of two members, each built up of two pieces of hickory $\frac{5}{8}''$ by $1\frac{1}{4}''$. These are glued together and then rounded off. They were bent and glued cold and a few screws were put in for added strength at the hardest part of the bend. They were made with a 22-inch bend in a 13-foot piece. The laminated construction holds the curve, though when the clamps were taken off the boom straightened out to a 19-inch bend. Thus, when the boom is in place, the members are 38 inches apart plus the center distance of the mast fittings. Hickory was used because it was available from a local lumber yard though ash would be better if it could be obtained. Spruce could also be used, but it would have to be steam bent, and this complicates the problem of gluing. Each member should be made to an airfoil curve so that the sail can assume an efficient shape without touching the boom. If the sail is allowed to touch the boom at any point, it will lose efficiency and the canvas will soon chafe badly.

The boom is fitted with a link action similar to that used on *Vamarie*. Two small goosenecks are fitted on each side of the mast, one for each member of the boom. The two members are joined together at the after end with a link so that each acts freely. The particular advantage of this method is that the distance from the center of the link, where the outhaul is fastened, to the sail track on the mast remains constant on all points of sailing, provided that sail track and gooseneck pins are in the same straight line. If the members of the boom are fastened together rigidly at the ends and revolve about a single center at the inboard end, the distance between the outhaul fastening and the sail track will vary on different points of sailing unless the center about which the boom swings is identical with the sail track. To put the center at this ideal position is impossible, and it must be moved forward to some extent. The result is that, as the boom swings out, the distance between the outhaul fastening and the sail track lengthens, stretching the sail on a reach and slackening it when close-hauled, which makes for an inefficient sail.

No factory-made hardware or fittings for this type of boom were available, so I had to make my own. The photographs of these fittings are almost self-explanatory. The two gooseneck sockets were made from the ends of the main leaf of an old automobile spring. The spring was annealed, to

(*Continued on page 114*)



Looking forward into the double stateroom

"Saidah"

This motor sailer, owned by K. A. Phillips, of New York, was designed by John G. Alden and built by James E. Graves, of Marblehead

M. Rosenfeld

"Saidah" is 32' 7" in length over all, 28' 10" on the water line, 11' beam, and 4' 2" draft. Her sail area is 484 square feet. She is planked with Philippine mahogany and carries 4500 pounds of iron on her keel and 500 pounds of lead inside

She has a double stateroom forward, abaft which is a toilet room, to starboard, with clothes locker and oilskin locker opposite. Next is the main cabin, with transom berth each side and a table amidships. The galley is aft. The engine, a 4-cylinder Red Wing "Arrowhead" with reduction gear, is aft, bulkheaded off from the main cabin. It gives the boat a smooth water speed of close to 9 m.p.h. At the left is shown the after end of the main cabin

Under the Lee of the Longboat

By "SPUN YARN"

ONE of the New York evening papers published the following query and answer in a recent issue:

"New York — When going off shore toward Florida, on which side should one pass red buoys? *N.B.F.*

"Answer — On your starboard hand."

This answer is correct so far as it goes, *N.B.F.*, but it doesn't give you all the essential facts. You'll see Florida on the right hand side when you're facing the front end of your boat, and if you don't recognize it from its sandy beaches and palm trees any oil tanker skipper will be only too glad to tell you where you are.

In an otherwise enlightened guide to America a British author, writing for the tourist trade, poked fun at our habit of antiquing words. He cited as a most horrible example (and it doesn't trouble me at all) a sign over a filling station in New England which reads "Ye Olde Gasse Shoppe." What bothers me are the supposedly antique words on English charts and their attendant problems of pronunciation. How, for instance, should one pronounce Cattewater, Oaze, and Rame Head, places all situated near Plymouth? Well, it's really very simple. The other day I came across a British chart published in 1786 and on it I saw the above places named Catwater, Ooze, and Ram Head. That clears up the difficulty of pronunciation and leaves me with the suspicion that we're not the only ones with a weakness for quaintness.

And Drakes Island — the one that has a buoy north of it that always troubles Sherman Hoyt — doesn't date back nominally to the days of the Spanish Armada. Not much. One hundred and fifty years ago it was called St. Nicholas Island. Brighton was named Brighthelmstone and Dodman Head was Deadmans Point. I guess the world is getting soft as well as quaint.

What with editorial censorship and a failing memory I have a tough time keeping the affairs of the Lee Rail Vikings before the public eye. I thought I had written something about how the politicians had ousted me from my job as commodore and demoted me to the position of historian, but I see on looking through the back numbers that the news didn't make this page.

It was mentioned here nearly a year ago that Captain Warwick Tompkins had been having Trade Wind Troubles and was figuring on returning home from his 1935 European jaunt straight against the westerlies from one of the islands of the East Atlantic. I even promised that what the old *Wander Bird* would do would make interesting reading. It does. In the fall of 1934, as previously stated, the *Bird* put in 38 days between Madeira and Nassau, finding the Trades weak and baffling. In the fall of 1935, Tommy sailed a great circle course from Madeira to Bermuda, cutting 1000 miles from his previous distance and covering the route in 23.8 days at an average of 100 miles a day. He writes from Boston, where he is growing a fur coat and recruiting for a voyage around the Horn, "We got slowly away from Madeira and then came glorious weather when the wind blew gently from the southeast and we carried every rag, including ballooner, for over ten days and never touched a halliard. We averaged four miles a day better than in the preceding year in the Trades, and our gear came through this season without even a small fraction of the wear and tear it got slatting through the low latitudes in '34." I've said before (as who hasn't?) that one can expect almost anything different under the New Deal, but this is a novelty which is favorable as well as exciting.

Observing that the British *Yachting Monthly* has called to account its contemporary *The Yachting World* for failing to chronicle the damage done by the autumn hurricanes in English yacht harbors, I am glad to be able to point out that the Longboat has never laid itself open to a charge of pusillanimity on this score. With fearless disregard of consequences I have hounded hurricanes up and down the coast and have never yet lost a subscriber or an advertiser because of my outspokenness. It is hoped that our friends on the editorial staff of *The Yachting World* will take heart from this record and tear the hide off the next big wind that comes their way. Hurricanes play peculiar pranks, but who ever heard of one canceling its subscription?

R. D. Fanta

Anchorage and site of the clubhouse of the South Shore Yacht Club, facing Milwaukee Harbor. The new clubhouse, to be built on a cooperative plan, will be located on the peninsula in the center. The stone breakwater will be removed

The Month in Yachting

The Bermuda and Transatlantic Races

THE conditions for the Transatlantic Race from Bermuda to Germany, to be run under the auspices of the Norddeutscher Regatta-Verein, have been received and are ready for distribution to anyone interested. They may be obtained from the Secretary of the Cruising Club of America, whose Race Committee will start the fleet from St. David's Head at noon, July 1st. The course, 3400 miles in length, takes the yachts across the Atlantic, through the English Channel to the finish line, Elbe Lightship No. 1, off Cuxhaven, Germany. The race is open to yachts of any nation, if not less than 44 feet and not more than 80 feet in over all length.

The Cruising Club rule of measurement will apply and the N. A. Y. R. U. time allowance tables for handicapping, together with the general conditions as to equipment, etc., as used in the Bermuda Race.

This, of course, will make it easy for a yacht to sail in both events, and it is expected that all of the entrants in the Transatlantic will sail the earlier Bermuda event, the start of which has been scheduled for noon, June 22nd, from Newport, R. I. Thus, contestants in both events will, under normal conditions, have three or four days in Bermuda. In fact, for the foreign entrants, the Bermuda Race will be in the nature of a "shakedown" cruise, or race, in anticipation of the longer and more strenuous ocean crossing.

A good sized fleet of foreign yachts seems assured for both events. Captain L. Schlimbach, of the Race Committee of the German organization, cables that five German yachts are fitting out for the race, one being a new yawl 54 feet long which he will sail himself, and which is being built by Rasmussen to represent the City of Hamburg. Another boat is building for Bremen, and one has been entered by the Free City of Danzig. Norway has one entry and a second Norwegian entry, by a yachtsman at present in this country, seems a possibility. Holland, Sweden and, possibly, England will be represented. Two or three American entries seem assured, and more may be added to the list during the next few weeks. It is hoped that a good sized fleet from the United States will sail. The event has the blessing of the Sport Leader of Germany, the Burgemeister of Hamburg and the American Consul General to Germany.

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"Ace" Sweeps Mid-Winter Events in Cuba

IN a thoroughly convincing manner, Adrian Iselin II sailed his *Ace* to sweeping Mid-Winter Championship and Bacardi Cup victories at Havana during the last week of January. In each series the Cubans showed their continuing improvement in placing in the runner-up position, Garcia Carricaburu's *Jupiter* in the former, and Carlos de Cardenas' *Kurush* in the latter event.

By his performance Iselin won the second leg on the Cup of Cuba and, as with Harkness Edwards, who has also won the event twice, he needs but one more victory to put it into permanent retirement. His triumph in the Bacardi Cup series was the fourth which he has recorded.

This Mid-Winter Star Class series was the tenth held at Havana. Since 1926, when Ernest Ratsey scored a victory with *Irex*, there has been but one year, 1934, when the event has not been a feature of the winter yachting season.

While waiting two days for a fierce norther to subside, the visiting American and Nassau yachtsmen were treated to the typical Havana hospitality. Once the weather conditions moderated sufficiently to get sail, the two-race-a-day schedule had to be resorted to. Courses were similar to those of last winter, with a start off the mouth of the Almendares River, a run along the shore, often close in to the breakers, to a mark near the Miramar Yacht Club, thence a short beat out to sea and back, twice around. A windward and leeward course was used for the first race in the

Bacardi and the second contest of the Mid-Winter Series.

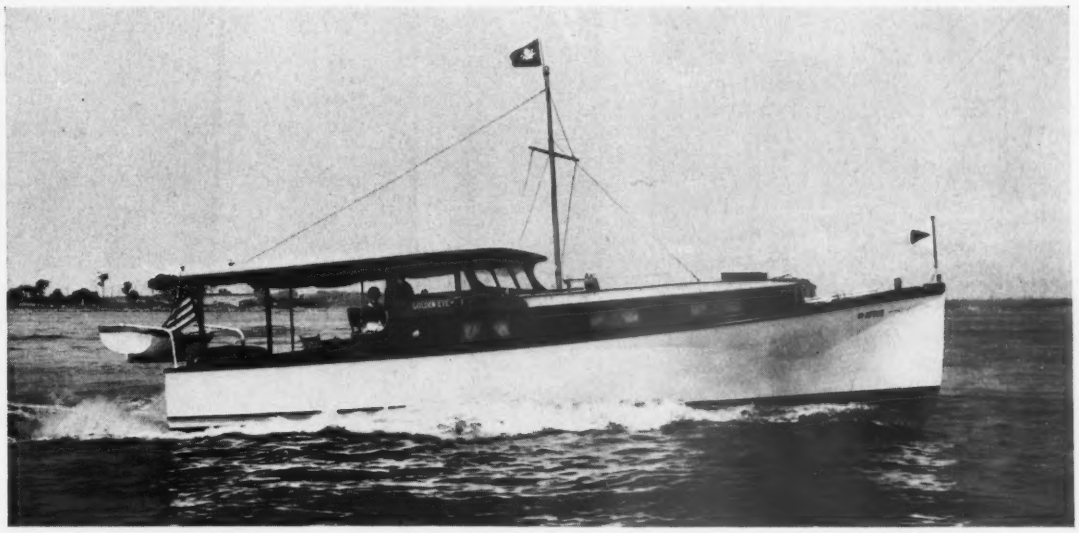
Conditions were extremely trying for the regatta committee as the combination of the heavy sea and the cross chop made it difficult to keep the offshore mark in place and the tossing of the committee boat was a trying experience. As usual, Commodore Rafael Posso, chairman of the race committee, handled every detail with great skill.

Iselin, with Elwood White, as crew, took delayed starts, in some cases by as much as thirty seconds. If *Ace* did not sail through the fleet on the first run to the Miramar buoy she usually clinched matters once she was sheeted down and hardened on the wind and the rest of the fleet was left to battle it out for the remaining positions. In but one contest out of six, the third for the Bacardi Cup, did *Ace* fail to get the gun at the finish. In that open series finale Garcia Carricaburu brought *Jupiter* out in front, a feat which earned him second place in the final score.

The Central Long Island Sound entry, *Nutmeg*, with Paul Smart as skipper and Reeve Bowden as crew, twice placed second in the Bacardi Series and third on total points. In the contests for the Cup of Cuba *Nutmeg* seemed to be out of tune, sailing poorly before the wind, and despite good performances to windward, she was able to garner but one third. Commodore R. T. Symonette's *Gull*, of the Nassau Yacht Club, showed to considerably better advantage than in the past, placing third in the Mid-Winter Series and fourth of the fleet of fourteen for the Bacardi Trophy.

All the morning races were held in light and fluky northeasterly breezes. Positions, except for *Ace* and *Kurush* out in front, were changing constantly as the wind veered to favor first one tack and then the other. The fluky conditions made for unusual finishing times, in one case *Ace* being the victor by over 21 minutes.

By the time the afternoon contests on the three days got under way the breeze had piped up to near the twenty-mile strength. In those races the fleet was well bunched at the first mark, as the starts had all been to leeward. Fortunately none of the yachts carried away anything in jibing the Miramar mark in the boisterous sea, but conditions re-

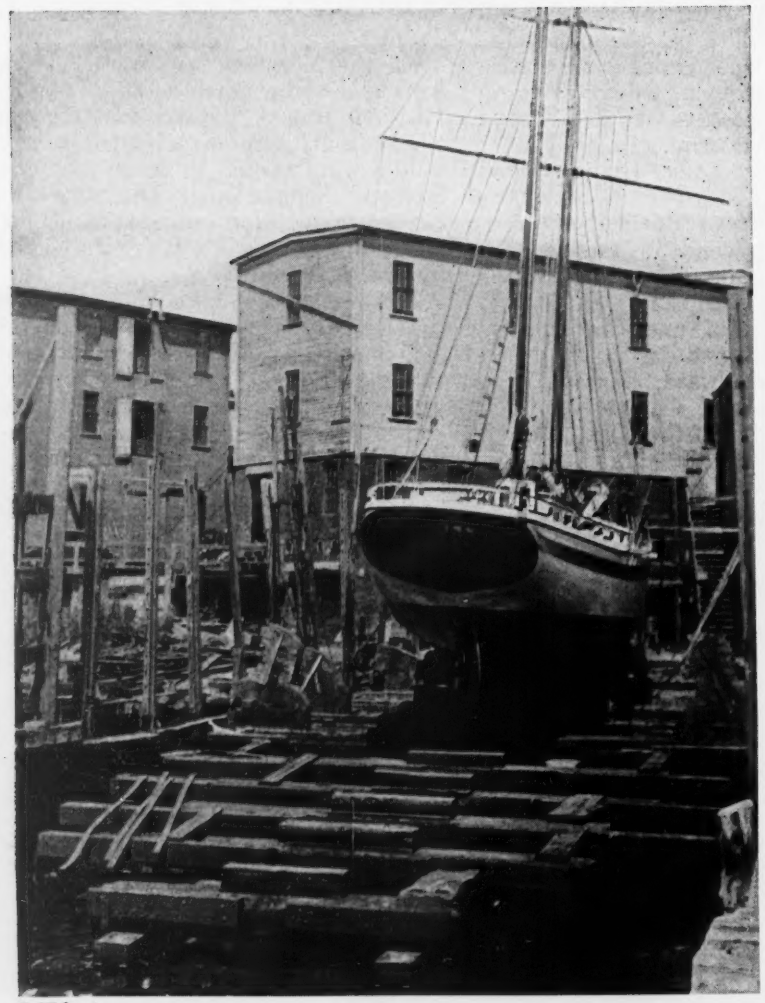


One of the new power cruisers launched late last year is the "Golden-Eye," a 39-footer built by Consolidated Shipbuilding Corp. for Commander H. P. Wells. Speed, 18 m.p.h.

The new Six-Metre "Saga," designed by Bj. Aas, of Norway, for the Trimingham brothers, of Hamilton, Bermuda. She will be matched against the American "Sixes" in the annual series for the Prince of Wales Cup in April

"Saga" shows a definite advance in hull formation, with a distinct trace of streamlining. In her early trials she seemed definitely faster than the older Bermuda "Sixes" in winds from 7 to 18 miles' strength. On a water line of 23½' her beam is 6' 3". Sail area is 470 sq. ft.

Photos, Rolf Klep



S. Wolpert

The schooner "Narcissus," whose exploits were recorded in "Yachting" for May, 1935, hauled out at Gloucester, Mass.

The new 30-foot water line yawl (below) designed by John G. Alden for Charles A. Goodwin, of Hartford. Her plans appeared in the February issue of "Yachting." Launched from the Herreshoff plant, Bristol, January 2nd, she was the first 1936 yacht to take the water

quired some rather neat handling to make the turn in the close quarters. Not a single protest, foul or disqualification was recorded during the series.

America's Star Class sailors will have a chance to meet Cuba's best on Lake Ontario next summer as Carlos de Cardenas announced at the conclusion of the series that *Kurush* would be challenger for the Flota de la Habana in the world series at Rochester.

MID-WINTER CHAMPIONSHIP SERIES

Yacht	*Fleet*	*Skipper*	*Points*
Ace	West. L. I. Sound	A. Iselin II	15
Kurush	Flota de la Habana	C. de Cardenas	10
Gull	Nassau	R. T. Symonette	7
Jibaro	Flota de la Habana	C. Fuentes	7
Nutmeg	Cent. L. I. Sound	P. H. Smart	6

Firsts: *Ace*, 3
Seconds: *Kurush*, 2; *Jibaro*
Thirds: *Gull*, 2; *Nutmeg*

BACARDI TROPHY SERIES

Ace	West. L. I. Sound	A. Iselin II	34
Jupiter	Havana	G. Carricaburu	33
Nutmeg	Cent. L. I. Sound	P. H. Smart	31
Gull	Nassau	R. T. Symonette	30
Kurush	Havana	C. Cardenas	28
Jibaro	Havana	C. Fuentes	23
Aitorito	Havana	A. Naya	23
Santa Elena	Havana	J. Muhlfeld	17
Halcon	Havana	X. Sta. Cruz	11
Carmita	Havana	F. Bru	8
Tabu	Havana	M. de Armas	6
Aurrera V	Havana	M. Rasco Jr.	5
Lia III	Havana	R. Karman	5

Firsts: *Ace* 2; *Jupiter*
Seconds: *Nutmeg*, 2; *Gull*
Thirds: *Jupiter*, *Gull*, *Kurush*

C. E. LUCKE, JR.

To Revive Brooklyn Y.C. Ocean Challenge Cup

IN ORDER to promote the sport of long distance racing, then in its infancy, the Brooklyn Y.C. placed in competition in 1905 a perpetual challenge trophy, to be raced for over an ocean course, and to be known as the Brooklyn Challenge Cup. Any recognized yacht club in good standing, of any country, had the right to sail for it, provided the challenge was made in accordance with the spirit and terms of the "Conditions" governing contests for the cup, as promulgated, or as duly amended, by the Brooklyn Y.C.

Beginning with 1905 there have been twelve contests for the cup, and one default. Among the clubs which have held the cup are these: New Rochelle, Harlem, New York A.C., American, Corinthian (Marblehead), Toms River, N. J.

Since 1927 no races have been sailed for the trophy although ocean racing has grown in popularity. According to the original deed of gift, a course is to be sailed of not less than 200 or more than 400 nautical miles, of which 150 miles shall be on the open ocean.

In 1935, the Brooklyn Y.C., feeling that the cup had been out of competition long enough, requested its Commodore, Conrad V. Dykeman, to seek the coöperation of Commodore Edward Crabbe, of the Tom's River Y.C., the present holder, in returning the cup to its donor for revision and rejuvenation of the conditions. So the cup is now in possession of the Brooklyn Y.C. and at a recent meeting this organization designated Commodore C. V. Dykeman, Vice Commodore Embury McLean and Chairman of Regatta Committee John R. Brophy as a committee, with power to revise the conditions as they may deem necessary or desirable to place the trophy in competition. But little change is necessary, but that little is important, and the committee has recommended, among other things, that the rating rule of the Cruising Club of America be used to replace the Universal Rule, and that the size of the competing yachts be reduced to that of Class B in the Bermuda Race.

Before deciding on the terms of the new deed, the committee would be pleased to entertain ideas on the matter from yachtsmen or those interested in the future development of ocean racing. Suggestions should be sent to John R. Brophy, 33 Garden Place, Brooklyn, New York.

Here is a fine trophy with over thirty years of tradition and hard fought races behind it. It should be one of the most sought-for cups on the Atlantic Coast for yachts rating under 40 or 45 feet under the Cruising Club Rule. When it is again placed in competition we feel that it will be challenged for at once.

The Loss of the "Nahma"

ON January 22d the auxiliary yawl *Nahma*, recently bought by Knute Stokes, of New York, left Wilmington, Del., for New York with three men aboard. She was 45 feet over all, 31 feet water line, 11 feet 3 inches beam and drew 6 feet 5 inches. She was built in 1916. On the morning of the 23rd she was sighted off Town Bluff, N. J., aground close inshore, but no report was made to the Coast Guard until late in the afternoon. About 4:45 p.m. a schoolboy, Nathan Sheppard, Jr., discovered a body, later identified as that of Henry Johnson, on the beach and the coroner was notified. The Coast Guard examined the wreck about 8:15 p.m. and, next morning, discovered the body of Charles Carlson in the yacht's cabin. Stokes' body was not found until the afternoon of the 26th.

As the tragedy has been reconstructed, *Nahma* headed from Miah Maull Shoal toward Cape May, to pass through the channel close inshore and anchor in Cape May Harbor. It was blowing hard from the NW and the weather was so cold and bad that, as no smugglers could be expected to land, the beach patrol north of the light on the Bay side of the point was discontinued. Cape May light, an unwatched flasher, was so iced up that it was barely visible and was probably mistaken for the light of a steamer. Stokes may also have seen the loom of Five Fathom Bank Lightship. At any rate, the *Nahma* struck off Town Beach, about four miles north of Cape May, and was dismasted. Carlson was probably badly hurt then and was taken below. Johnson, who could not swim, seized an oar and tried for the beach, reaching it only to die of cold and exhaustion. Stokes apparently put on a life preserver and attempted to reach the shore but became entangled in the wreckage of the rigging over the side and was frozen, with the jib halliard block in his hand. His wrist watch had stopped at 7:45, presumably on the morning of the 23rd, about the time of high water. *Nahma* had apparently bumped over a bar a short distance offshore before striking and being dismasted. Her mizzen, which had a reef in, had been lowered; her main was so badly torn that it was impossible to determine whether or not it had been reefed.

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Motor Boats to be Renumbered

THE law governing the registration and numbering of motor boats has been amended and all owners must apply for the new numbers. Application forms may be obtained from the office of the Collector of Customs of the district in which the owner resides. Upon receipt of the application form, properly made out, a certificate of award of an identification will be issued. This certificate must be carried aboard the boat at all times under penalty of a fine for non-compliance with this regulation.

As the new numbers are being made up in accord with a new system, it will be impossible for a vessel to keep her old number. Owners of motor boats with numbered tenders bearing the same number will be required to apply for a new number for each of such tenders.

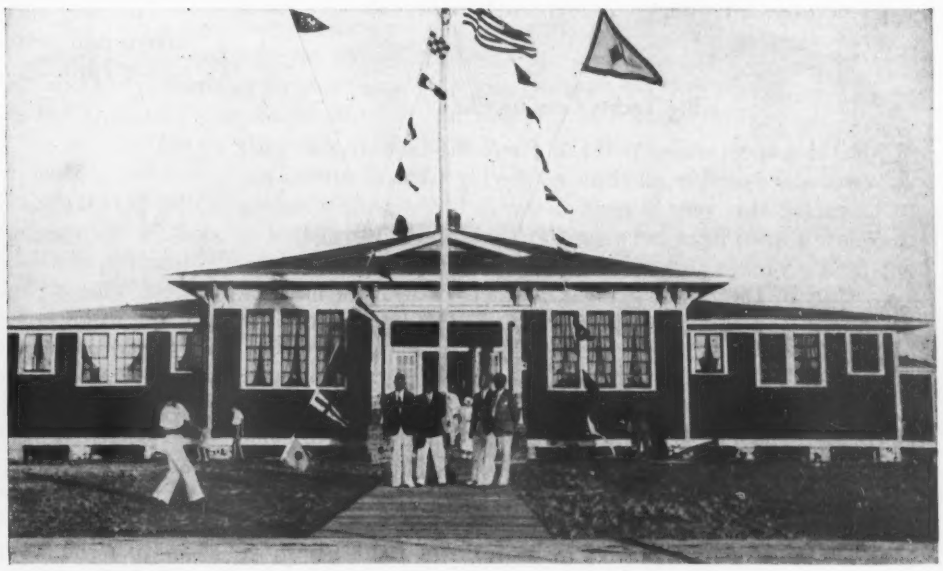
Boats designed for the use of detachable motors must be numbered, "Ves-

(*Continued on page 124*)

Right, "Bonito," a Detroit 46-foot Sport Cruiser by Matthews for Howard Bonbright. With twin 200 hp. Sterling Petrels, she has a top speed of 27 m.p.h.

The New York Yacht Club faces an active season afloat this year under the guidance of its new commodore, W. A. W. Stewart

Below, the new clubhouse of the Clearwater (Florida) Yacht Club, which was formally opened in November of last year



EDITORIAL

Motor Boat Registration Grows Fast

WITH the release by the Department of Commerce of figures on motor boat registration for the year 1935, the growth of the vast fleet of motor boats in the United States during the past twelve months is brought home forcefully. On Federal waters alone, which do not include landlocked lakes or streams which come under state jurisdiction, no less than 13,780 new registrations of power driven craft were made. And this accounts for only the smaller boats, not large enough to require documenting. Estimating the latter, and those motor boats put into use on inland (state) waters, it would be a fair guess that 20,000 would approximate the figures for new boats of this type last year. Not bad, we'll say, for a year that still felt the influence of the severest depression of modern times.

It is worthy of note, also, that the greatest gain in registration was made along the Great Lakes, which took nearly 25 per cent of the new registration, an indication that people living near this great body of fresh water are becoming alive to the possibilities for recreation it affords.

Altogether, a total of nearly 320,000 power boats are registered on Federal waters. Adding the documented pleasure fleet to this number, one gets close to a figure of 350,000. Considering this huge fleet from the commercial angle alone (the building of it and keeping it in operation), the Federal Government can well afford to appropriate money for harbors, yacht basins, and channels for boats used largely for recreational purposes. Such figures as these should overcome the hesitancy which the Government has evinced in appropriating money for developments of this type because no direct commercial benefit can be shown.

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Big Yachts Coming Out

FROM a spectacular point of view, the fact that at least two, and possibly all three of the big Class J cutters are to be racing this year is good news. It is always interesting to follow a keen fight between the most highly developed of our racing yachts and, with a possible match for the America's Cup in the offing for 1937, much knowledge may be gained of the comparative worth of the three existing candidates for the defense.

Yankee will be returning home in April, her owner, Gerard B. Lambert, having made the announcement in December. Harold S. Vanderbilt will bring out *Rainbow*, and there is a chance that Frederick H. Prince *may* decide to fit out *Weetamoe* when he sees a chance of meeting his old rivals. Rumor has it that the latter, if in commission, will have her underbody restored to its form of 1930, her most successful year, the changes to her keel in 1934 not having improved her. Whether or not further changes will be made remains to be seen.

Rumor has been busy, also, with a report that *Velsheda*, W. L. Stephenson's British Class J cutter, will race here this year. But as yet this rumor has not been confirmed, nor is it likely to be, although *Velsheda's* owner will be in the United States this spring and may then have something to say.

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A Much Needed New Class

NO MATTER what happens in the large classes, nothing can prevent the smaller yachts from being the backbone of what promises to be the most active racing year the sport has ever known in this country, due largely to the many new boats under construction. Interest in the new classes centers, of course, in the one-design fleet of the New York Yacht Club which is to replace the famous old 30-footers, for thirty years the most active single class of America's oldest yacht club.

Whereas eighteen of the 30-footers were originally built in 1905, the new class starts off with no less than twenty, and we predict that the "32's" will prove as popular as the older yachts — which is saying a lot. The new boats have better cruising accommodations than their predecessors, and (something of a novelty in a N.Y.Y.C. racing class) have auxiliary power. The list of owners contains the names of some of our most prominent helmsmen, so it's not likely that the little matter of an engine and propeller will dampen their racing enthusiasm.

The new class was badly needed. We are glad to see it arrive and restore some of the racing prestige of its sponsoring club.

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Short Sighted Economy

NOTHING can more forcefully convince one of the shortsightedness of too much economy in the maintenance of life and property saving agencies, such as the U. S. Coast Guard, than the loss of the yawl *Nahma*, near Cape May, late in January, with the sacrifice of three lives, as told elsewhere in this issue. To leave important shore lights untended, to curtail beach patrols, and to permit a scarcity of modern small boat or life-saving equipment, properly manned, is an indictment of a government that has not hesitated to pour our funds lavishly on much less worthy or useful projects. To build up efficient agencies, such as the Coast Guard and Lighthouse Department, and then to hamper them through lack of funds is a policy that should call forth a protest from every seafarer.

IN THE WORLD OF YACHTING

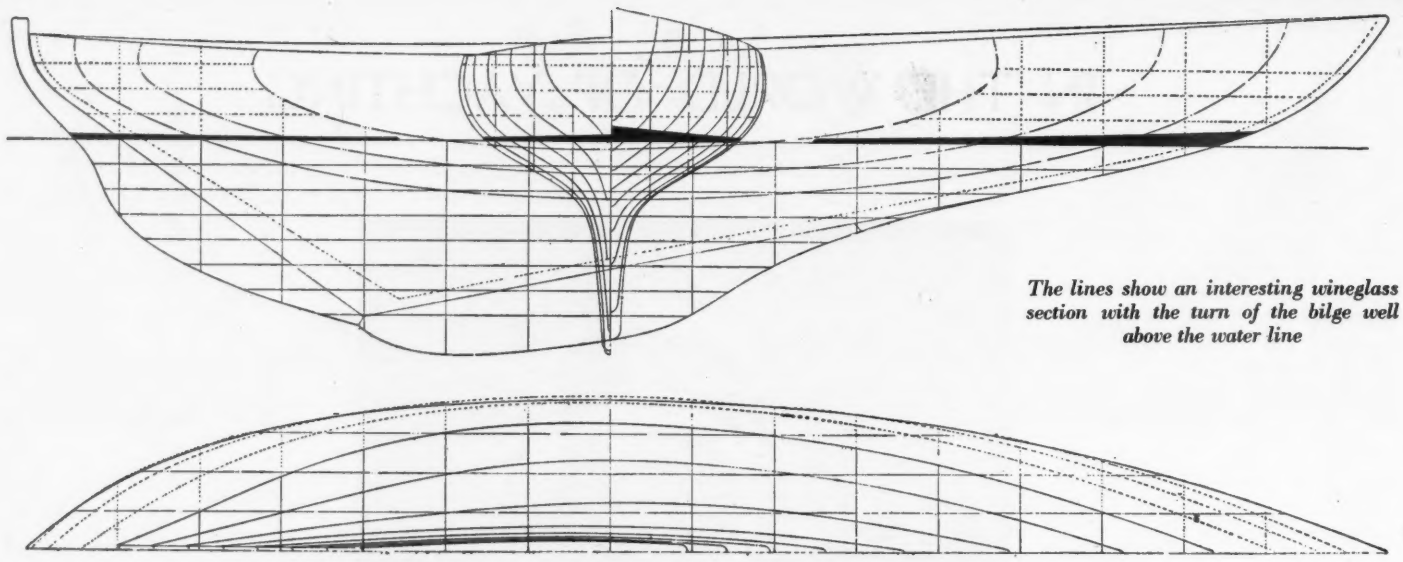
WILLIAM McKINLEY HORN

IT IS no more possible to discuss American speed boat racing without bringing in the name of "Bill" Horn than it is to converse about flying and not mention Lindbergh. In his way, Horn has been as spectacular a contributor to his sport as the flying colonel has been to the popularization of air travel. He has ridden in the country's topnotch racing power boats, driven them and fallen out of them for twenty years. When the ballyhoo artists for motor boat racing coined the phrase: "Speed! Thrills! Spills!" they must have had Horn in mind. Those three words just about describe his career.

William McKinley Horn was in his late 'teens when he began to haunt the shops and boathouses around his native Detroit where pre-war speed boats were built and tuned up. He rode as mechanic for Frank Culbertson in "Miss Minneapolis" in 1920 and, from that day forward, was an officially confirmed speed boat addict. He has had more than his share of crack-ups but he always comes back for more. No one ever has questioned his courage or his ability to get all the speed out of a boat the designer and engineer put into it.

For years he was associated with Horace Dodge and drove his Gold Cup and Sweepstakes entries. It was during this period that Horn won the Gold Cup with "Delphine IV," at Lake Montauk in 1932, and the President's Cup later that season with the same boat, at Washington.

A former commodore of the Hampton (Va.) Yacht Club and the Regatta Circuit Riders' Club, Horn is also a member of the South Bend (Ind.) Yacht Club. In 1935 he was awarded the RC² Medal of Merit, as motor boating's outstanding personality of the preceding year.

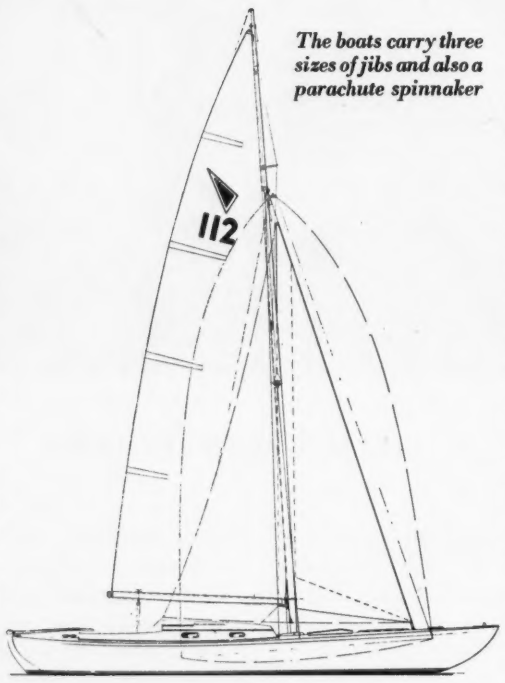


The lines show an interesting wineglass section with the turn of the bilge well above the water line

"Tumlaren," Twenty-Square-Metre Racing Cruisers

THE CLASS title means "modern" and these boats certainly live up to their name. Designed by Knud H. Reimers, of Stockholm, Sweden, they are 27′ 3″ in length over all, 21′ 10″ l.w.l., 6′ 3″ extreme beam and 4′ 4″ draft. Displacement is 3970 pounds and the sail area is 215.3 square feet, 20 square metres. The weight of the lead keel is 2040 pounds or 51.3 per cent of the displacement. Construction is composite, with steel frames and floor plates, Oregon pine planking and mahogany planksheer and house. There are two pairs of bent frames between each pair of steel frames. Outside planking is worked in a single length without a butt.

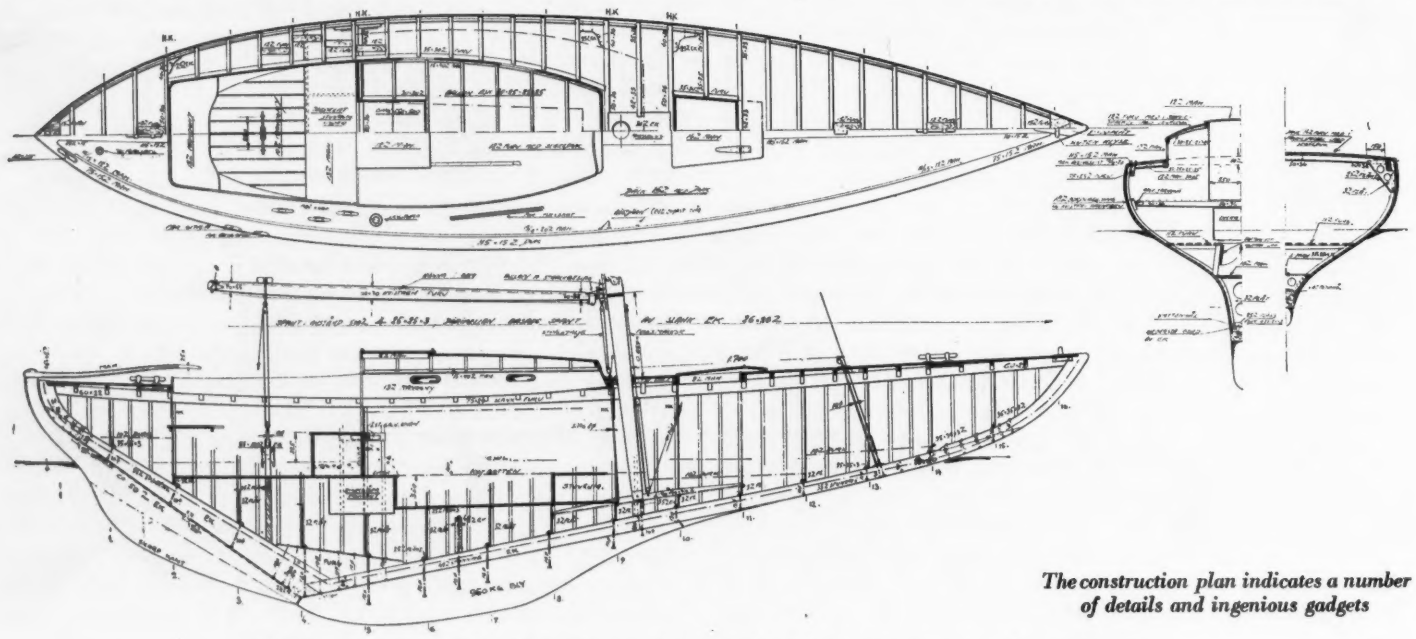
The arrangement plan is simple, with a transom berth on each side and lockers aft for dishes, etc. Under the bridge deck is space for stowing a kerosene stove and cooking utensils. Two small water tanks may be placed alongside of the cockpit or lockers may be fitted. Under the after deck is space for stowing an outboard motor. An ice box is placed under the floor of the cockpit.



The boats carry three sizes of jibs and also a parachute spinnaker

The sail plan is high and narrow, the hoist of the mainsail being more than three times the length of the foot, close to the limit that sails will stand. It is a development of the rigs used in the designer's other boats in the square metre classes so popular in Scandinavian waters. The boats are fast and weatherly and, with their comparatively small sail plans, seldom need to reef. Several features are of interest. The jibstay and the hook for the tack of the jib go through the deck and are secured to the keel. The main sheet is led to a traveler on a samson post in the cockpit so that it is always forward of the helmsman. Roller reefing gear of an efficient pattern is fitted. The chain plates are well inboard to clear the Genoa jib.

With her wineglass section, its greatest beam well above the water line, and strongly raking sternpost, tall, narrow rig and light displacement, the type is extremely interesting.

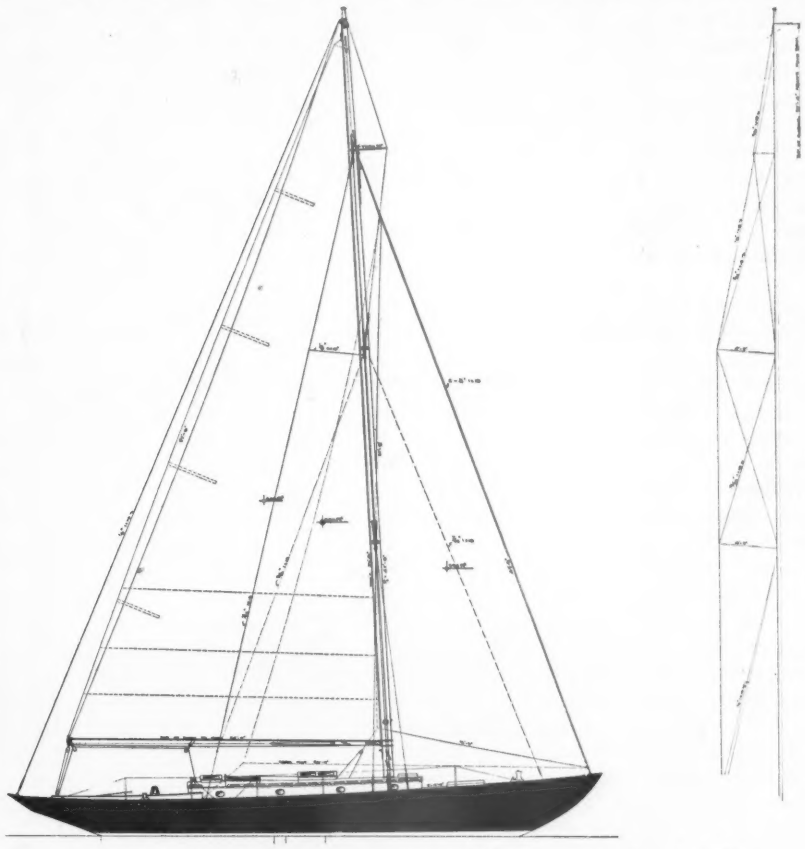


The construction plan indicates a number of details and ingenious gadgets

The plans reproduced in this section are the property of the designers under whose names they appear. For further information concerning any design address the naval architect in question.

The New N.Y.Y.C. One-Design Class

THE famous old N.Y.Y.C. "Thirties," designed and built by Herreshoff in 1905, have had a long and honorable racing career. They have, however, recently been showing signs of age and only a few of them have been racing. Club members have been feeling for some time that a new class should be built and, accordingly, a committee was formed to consider plans. Several naval architects were invited to submit designs for the class, based on the club's cruising rule, and the plans submitted by Sparkman & Stephens, Inc., were accepted. Bids were then called for and the contract for twenty boats was awarded to Henry B. Nevins, Inc., of City Island, N. Y. The class was limited in numbers to twenty, all of which have been ordered. Ten are scheduled to be delivered by June 1st and the rest at intervals of five or six days thereafter, the last one to be turned over to her owner August 1st.



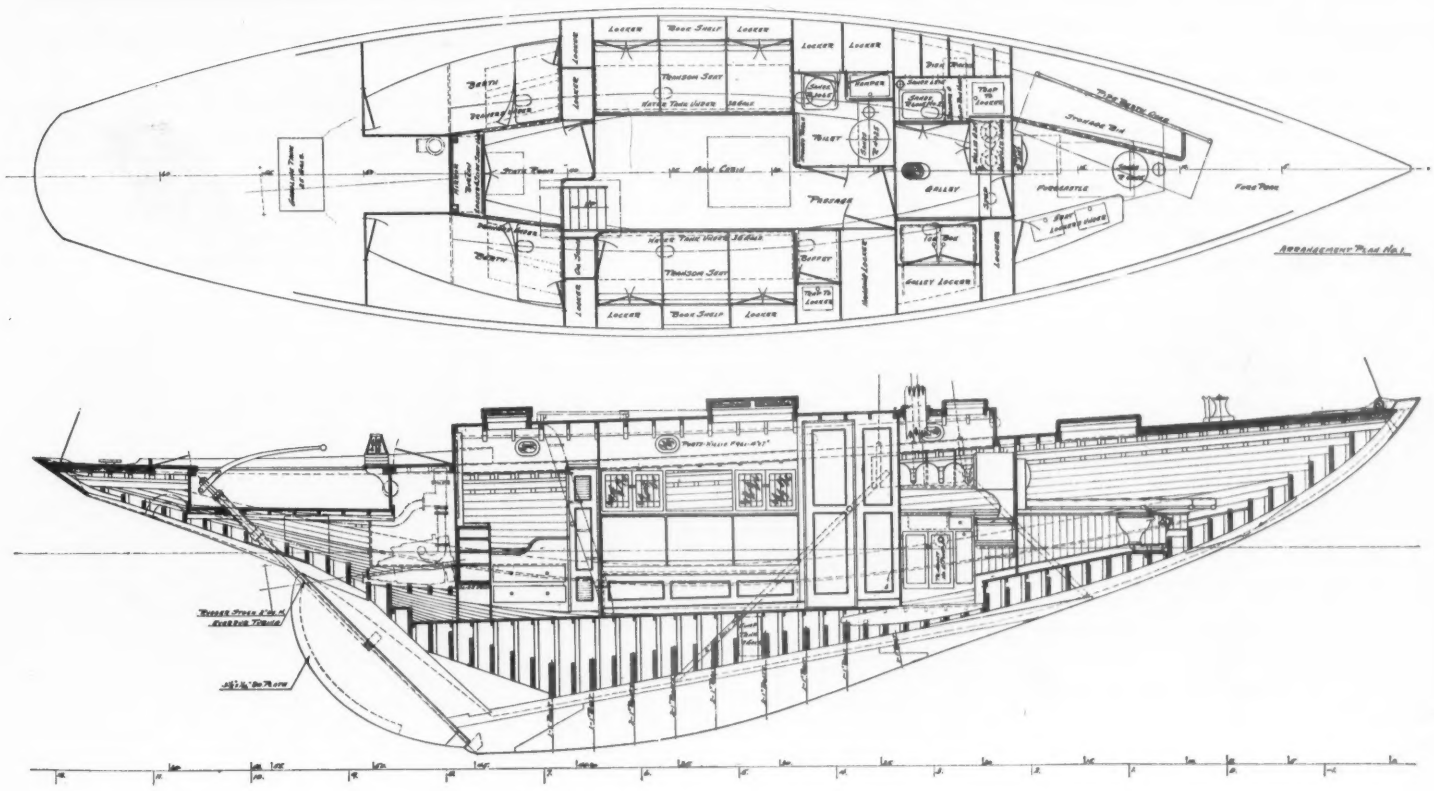
Sail and rigging plan and, below, accommodation plan and inboard profile

The boats are 45′ 4″ in length over all, 32′ 0″ water line, 10′ 7″ beam and 6′ 6″ draft. They carry 950 square feet of sail, 646 of this in the mainsail and the rest in the jib. Construction is high grade, with oak frames and mahogany planking, Everdur fastened. Hollow spars will be carried. Sails are by Ratsey.

The arrangement plan shows a stateroom aft, with two berths, bureau and lockers. The main cabin is amidships, with a transom seat each side, buffet, shelves and lockers. A 38-gallon water tank is under each seat. Adjoining the cabin is the toilet room, with a wardrobe opposite, and forward of it is the galley. The forecastle has a pipe berth, seat, lockers and toilet.

The boats are auxiliaries, the engine being under the bridge deck and the propeller under the starboard quarter. The Gray Light Four is the standard power plant although two of the yachts will have small Hill-Diesels installed. A 25-gallon fuel tank is placed under the cockpit.

Five of the owners have declared that they will enter their boats in the Bermuda Race, in which they may compete for a class prize as well as the Class B Trophy. Among those who have ordered boats are: Henry H. Anderson, Robert N. Bavier, Frederick T. Bedford, Frederic R. Coudert, Jr., Johnston DeForest, Charles F. Havemeyer, O'Donnell Iselin, Ralph Manny, Junius S. Morgan, George Nichols, John K. Roosevelt, F. M. E. Schaefer, John B. Shethar, L. Lee Stanton and P. MacKay Sturges.



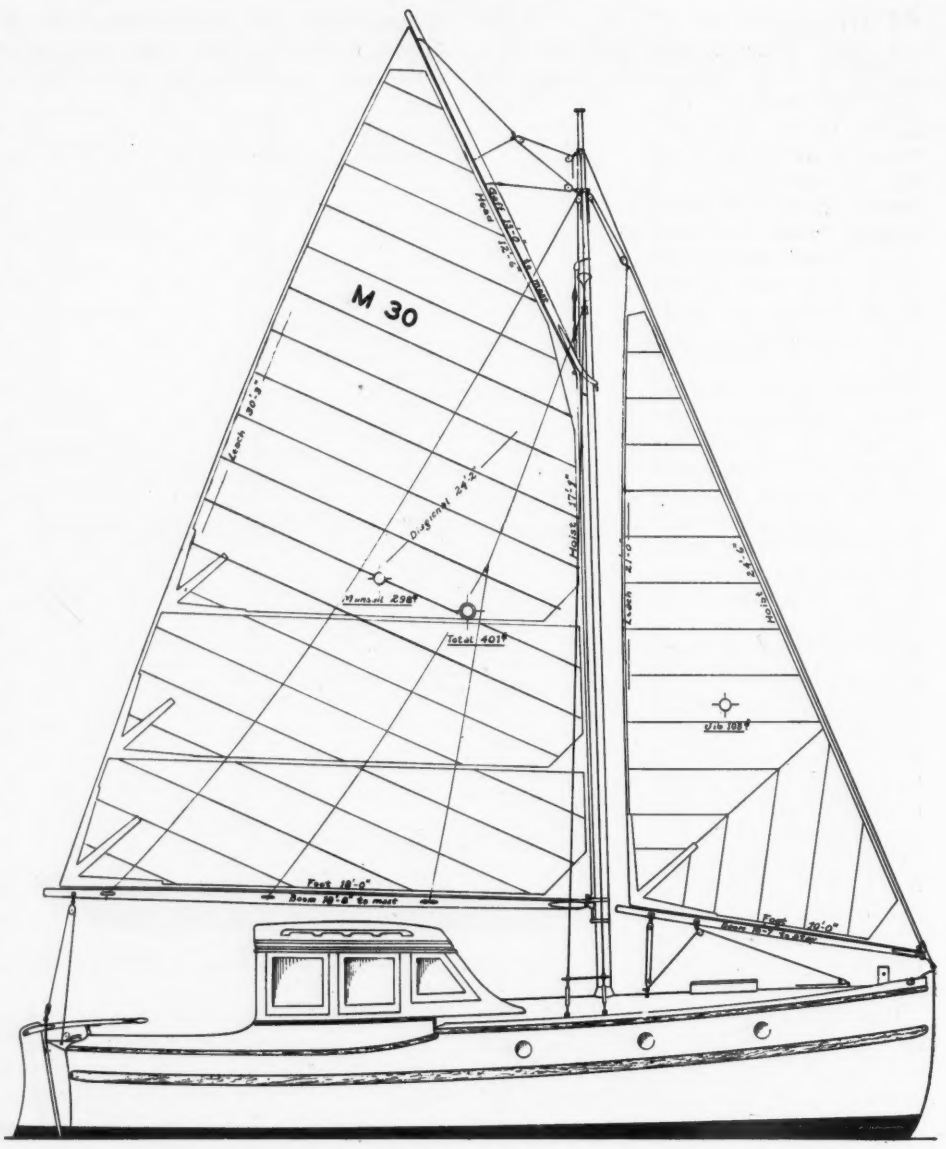
A 30-Foot Motor Sailer of Interesting Design

THE BOAT shown here is from the board of Gordon Munro, naval architect of Fairhaven, Mass., who has turned out a number of successful craft of this type. She was designed to give as much accommodations and comfort as possible in a boat of her length and also to perform well under various conditions of wind and sea. Her principal dimensions are as follows: Length over all, 30′ 0″; length on water line, 28′ 3″; beam, extreme, 9′ 6″; draft of water, 3′ 3″. Her displacement is 16,000 pounds and her outside ballast is 5760 pounds.

Construction is rugged, with oak keel, frames and beams, and Philippine mahogany planking. In wake of the engine, ballast and mast, there are a number of double web frames which greatly stiffen the hull. The raised deck type lends itself particularly well to a boat of this size, giving strength of hull with simplicity of construction, maximum room on deck and below and great stability at large angles of heel. This latter feature will be appreciated when sailing among breaking seas, when a sudden knockdown might prove a serious matter.

The accommodations are rather unusual for a boat of the size of the new motor sailer, providing two double berths and two wide single berths. Forward is a stateroom with a wide berth, shelves and hanging space. Adjoining this room is a toilet room. Next aft, on the starboard side, is the galley with coal stove, sink, dresser, etc. On the port side is a dinette, the table dropping down at night to bridge the space between the seats and form part of the bottom of a double berth. From this cabin steps lead up to the deckhouse. There is ample locker and stowage space and full headroom throughout.

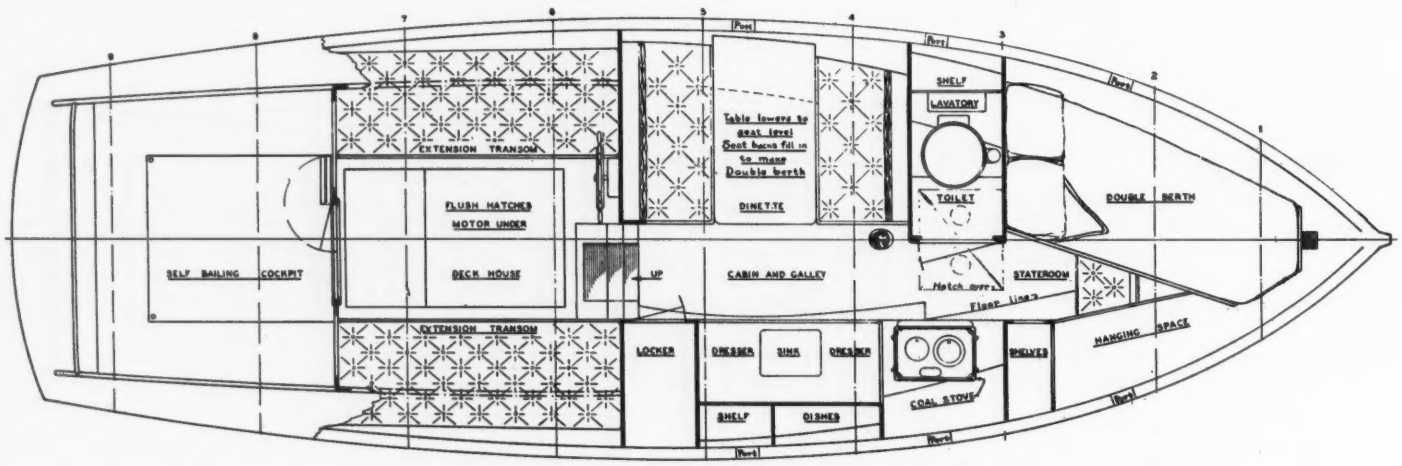
The deckhouse is completely enclosed and has an extension transom on each side. The steering wheel and the motor controls are in this compartment and under it is the power plant, accessible through flush hatches. Aft is an open cockpit, watertight and self-bailing, and the yacht will be steered from here when under sail.



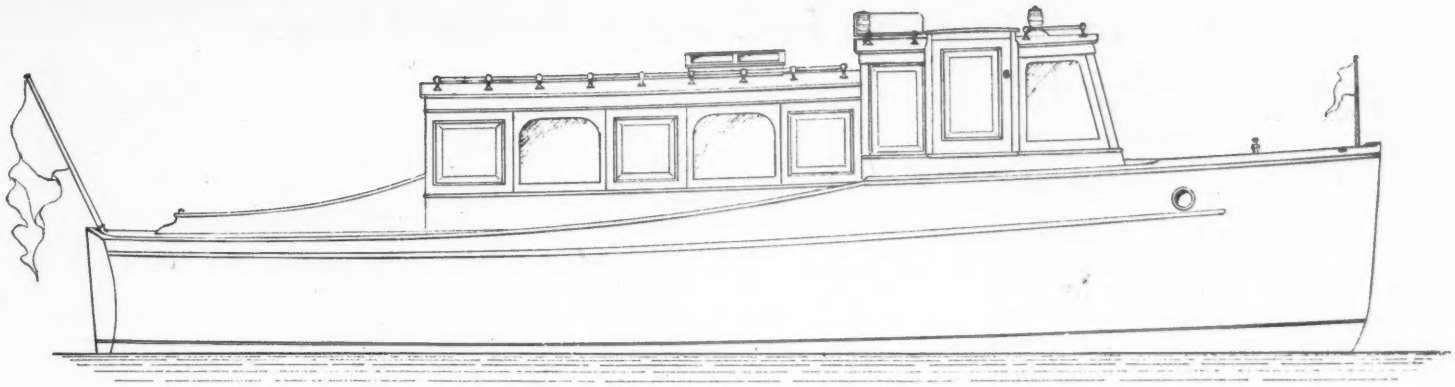
The rig is snug and easily handled and large enough to drive her well except in light going

She is rigged as a sloop, with a moderate sail plan of 401 square feet of canvas. This gaff-headed rig, all inboard, should be easy to handle and yet should push the boat along fairly well except in light weather when the engine is apt to be called on.

The first yacht from this design is now under construction. She will be powered with one of the marine conversions of the Ford V-8 engine, installed under the deckhouse, with plenty of room to work around it. The designed speed under power is 10 m.p.h.



Cabin and deckhouse contain two single and two double berths



Outboard profile of the new motor cruiser designed by J. L. Foster

A V-Bottom "Family Cruiser" from British Columbia

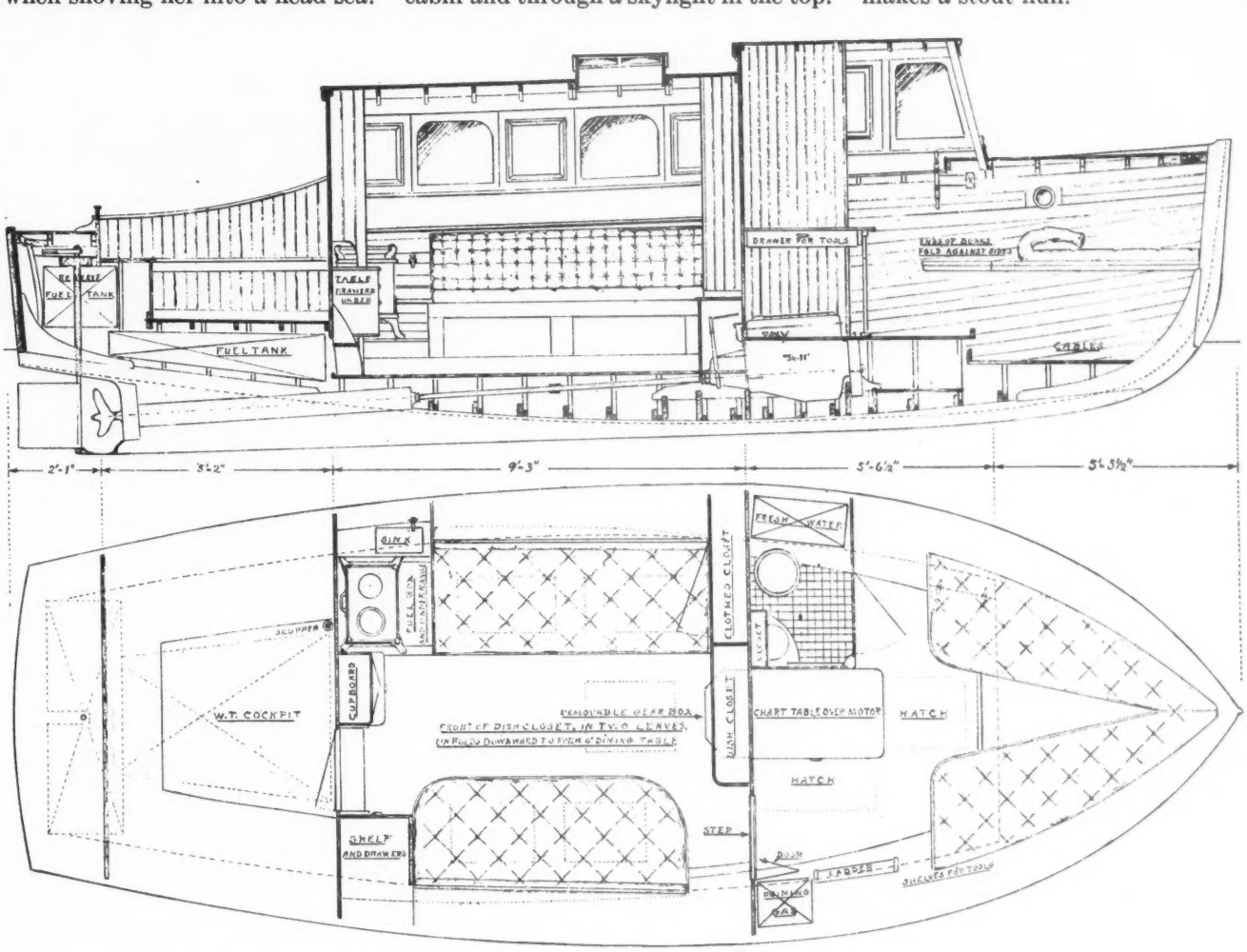
SHE WAS designed by J. L. Foster, of Vancouver, B. C., for a man who plans to take his wife and their two boys and make long cruises. One voyage is to take them through Lakes Erie and Ontario and thence down the St. Lawrence River, out through the Gulf and along the coast.

The boat is 27′ 6″ in length over all, 26′ 7″ on the water line, 10′ 10½″ extreme beam, 8′ 0″ beam on the water line and 2′ 3½″ draft. While she seems rather beamy, much of this appearance is due to the flare of the sides, especially forward. This flare helps to insure a dry boat when shoving her into a head sea. The great beam allows wide decks at the sides, giving a good passage along the cabin house.

The boat is of the raised deck model with the sides carried down in an easy sweep from the break of the fore deck. The coaming around the after cockpit repeats this line. The crown of the top of the cabin is little more than that of the deck. With the pipe grab rail around it, it may be used as a deck and will make a comfortable lounging place. As the owner asked for plenty of light and air, these are admitted through the large plate glass windows in the sides of the cabin and through a skylight in the top.

The cabin plan is simple and practical and the coal-burning stove will keep the cabin warm and cozy in cold and damp weather. There is a clear passageway from one end of the boat to the other. The motor, a Gray Six-51, is out of the way under the chart table yet the controls are at the helmsman's hand. The engine is easily accessible in every part. The designed cruising speed is 12 miles per hour and the top speed is 16.

The system of V-bottom construction is well within the capacity of the average amateur and, while simple to build, makes a stout hull.



Inboard profile and accommodation plan, with lots of room below

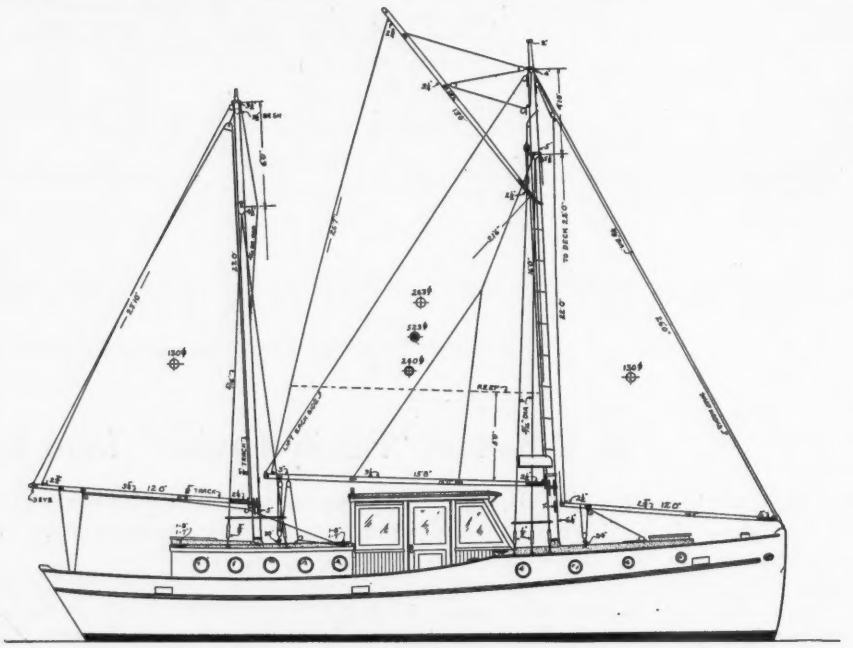
A 42-Foot Motor Sailer for Cruising in the Gulf of Mexico

SHE WAS designed for M. J. Mellinger of Houston, Texas, by John G. Hanna of Dunedin, Florida. The boat is now under construction at Nicloy's yard and is scheduled for spring delivery. If completed in time, her first cruise will probably be to Cuba to see the finish of the St. Petersburg-Habana Race. She will be used for frequent week-end fishing trips to Heald Bank and other offshore spots and for cruises along the coast of Texas. One cruise a year will be made across the Gulf to Mexican and Cuban ports. These trips call for large fuel tank capacity.

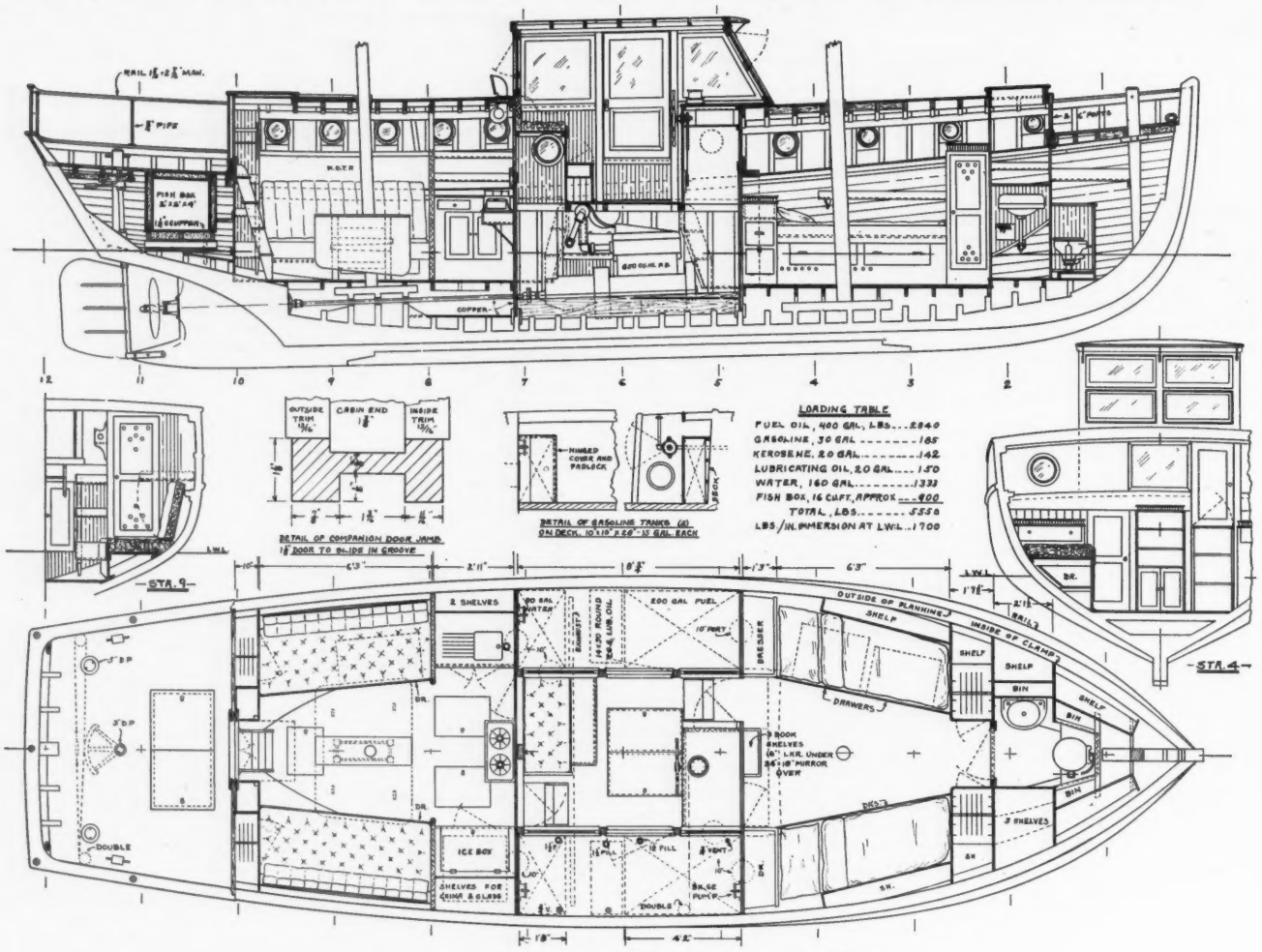
The new boat is 42′ 9″ over all, 39′ 3″ l.w.l., 12′ 6″ beam, and 4′ 2″ draft. Her displacement is 31,900 pounds and she will carry 3,000 pounds of lead on her keel, and cement and iron ballast inside. Her power plant is a Miller 35–45 hp. oil burning engine of 650 cubic inches piston displacement. Fuel oil tank capacity is 400 gallons. The small amount of gasoline needed for starting the main engine and for the dinghy's outboard is carried in small tanks on the main deck, boxed in to form steps to the raised deck forward. The galley stove burns kerosene so that there is no gasoline below.

The pilot house is low and narrow and is intended to shelter the navigator and the helmsman and not to be a general lounge. Below, the owner has liberal quarters forward. The after cabin, or mess room, has an amazing amount of room as the frames of the yacht are carried up to the upper deck instead of the more usual cabin trunk construction. The after deck is flush and has a pipe rail around it and a fish box that can bring home some big ones. When at anchor, an awning for this deck will be slung over the mizzen boom.

The sail area is moderate, a total of 523 square feet, as it is not intended for use in light winds. Balance under jib and mizzen was required as these sails will be used for steadying effect even when running under full power.



The rig is snug and well balanced



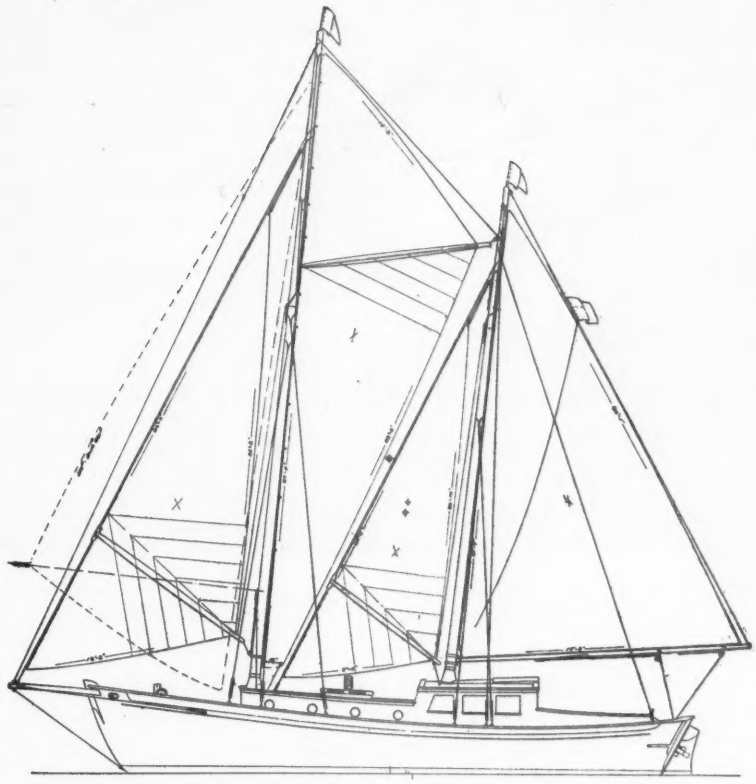
Inboard profile, accommodation plan, sections and details

A 38-Foot "Main Trysail" Motor Sailer

THIS motor sailer was designed by Frederic A. Fenger, of Cohasset, Mass., for Herbert U. Smith, of Boston, whose requirements were for a "man-and-wife" cruiser to accommodate two guests and to have somewhat more than the usual ability of her type under a handy rig.

The boat is 38′ 0″ in length over all, 33′ 4″ water line, 11′ 0″ beam, and 5′ 0″ draft. The lines show an easily driven hull of the "Dhow" form, weatherly, yet moderate in displacement, with her weights kept low and grouped in the middle third of her length. The sail area is 723 square feet.

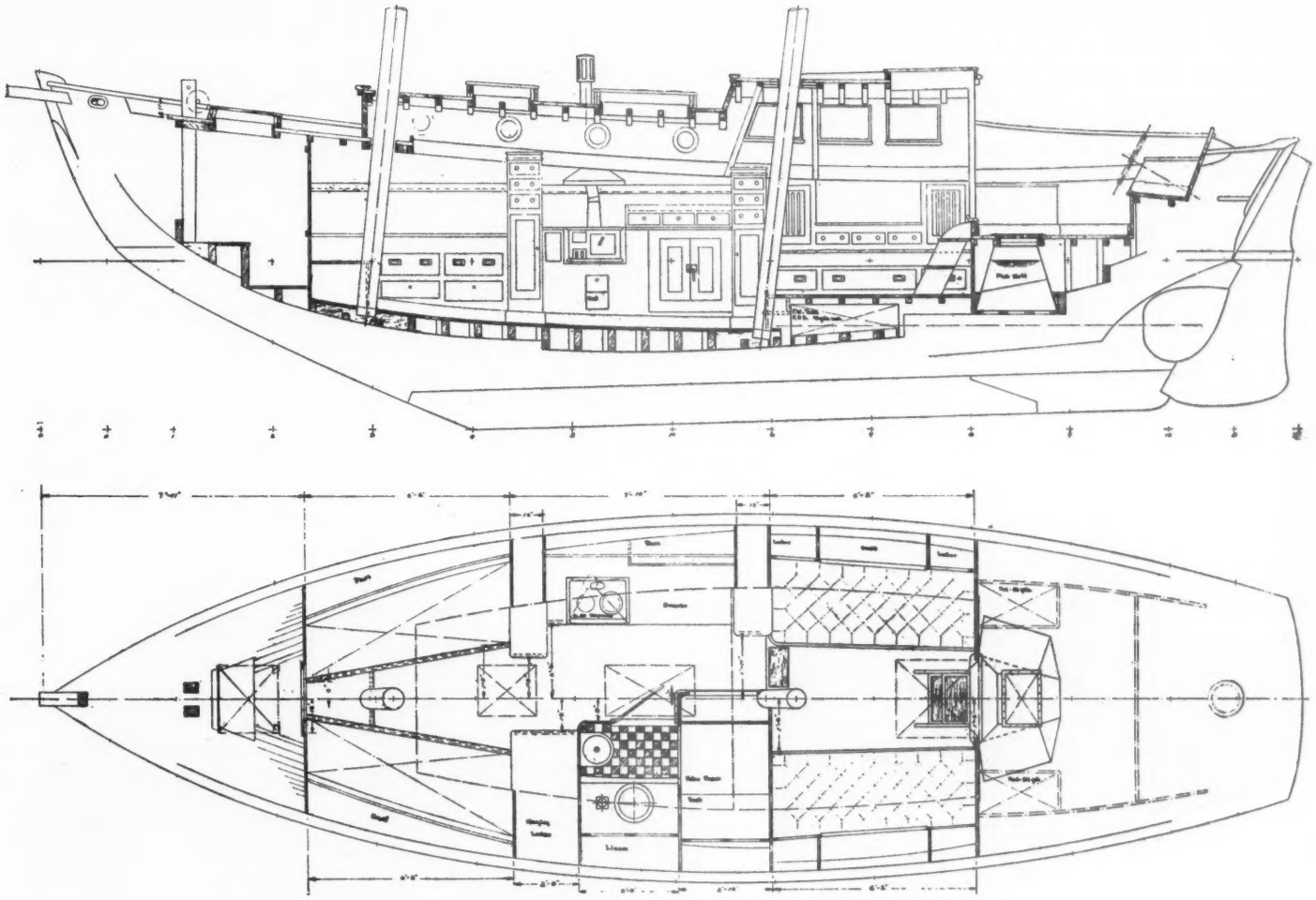
As in recent applications by Mr. Fenger, the main trysail is fitted with a short club at the tack, thus affording better draft in the foot of the sail. Just abaft the mainmast is a traveler for the mizzen stay; the luff of the mizzen staysail can be shoved up to windward, an advantage when sheets are eased. The main trysail sprit comes down with the sail when it is lowered and is secured in a low gallows frame. Jib and mizzen staysails also are fitted with split sprits. Twin spinnakers will be carried, with the usual outfit of light sails.



The sail plan shows a number of unusual features

There is no bridge deck, and the after cabin is but two steps below the cockpit. An auxiliary wheel and controls are fitted in this cabin. Below is a roomy layout for four. The galley is amidships, with the toilet room and engine room opposite.

The engine is a 25–30 hp. Kermath "Sea Bird" which will give the yacht a cruising speed of eight knots. It is fitted with a Morse reduction gear turned so that the tail shaft is central in the deadwood. Both motor and shaft are parallel to the water line. Eighty gallons of fresh water are carried under the after cabin deck and two 30-gallon fuel tanks. A removable fish well under the cockpit floor has outboard connections, with reversible scoops for sea water circulation and may be pumped dry when not in use.



Inboard profile and cabin plan. Note that the deepest point of the keel is forward

"Now Chahr" is an express cruiser designed by H. W. deVoogt of Haarlem, Holland, for the Shah of Persia. A Hall-Scott 180 hp. Invader engine drives her 22½ m.p.h.

Of Interest to the Skipper

Two New Kermaths

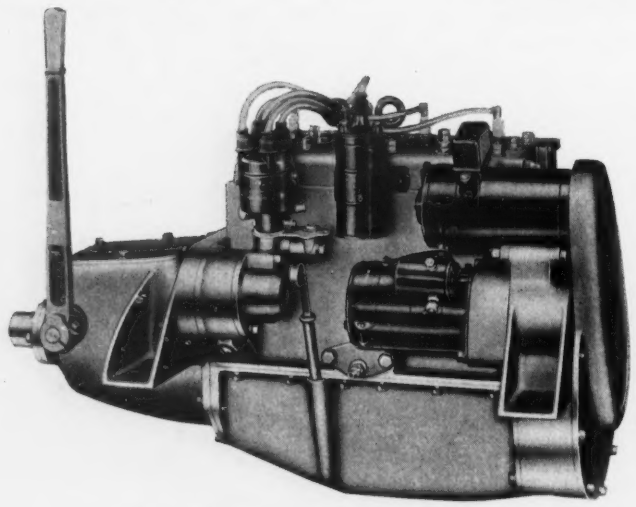
A BRAND new engine, exhibited for the first time at the New York Motor Boat Show, is the new Kermath Diesel 6–288, a medium duty Diesel developing 82 h.p. at 2600 r.p.m. It is a 6-cylinder engine, 3 11/16″ bore and 4½″ stroke, with a piston displacement of 288 cubic inches. Its weight factor is low and its small over all dimensions permit it to be installed in boats of smaller size than have heretofore been powered with Diesels.

The combustion chamber, like that of the larger engines of the line, is spherical, with a port opening into the side of the cylinder. As the piston nears the top of its travel, it begins to close this port and forces the air through the aperture with high velocity, increasing the turbulence at the moment of injecting the fuel. It has a governor of the vacuum type that permits idling at speeds as low as 300 r.p.m. Combined with this is remarkably quick acceleration throughout the entire speed range. With it all will be found a colorless exhaust.

The seven bearing crankshaft is carefully balanced and the bearings are oversize. The engine is built with a high factor of safety and advantage has been taken of the latest advances in metallurgy. The reverse gear is husky and designed for long life, and the reduction gear, water cooled, is of ample capacity to insure quiet operation. Fuel consumption approximates .38 to .40 pounds per horse power hour.

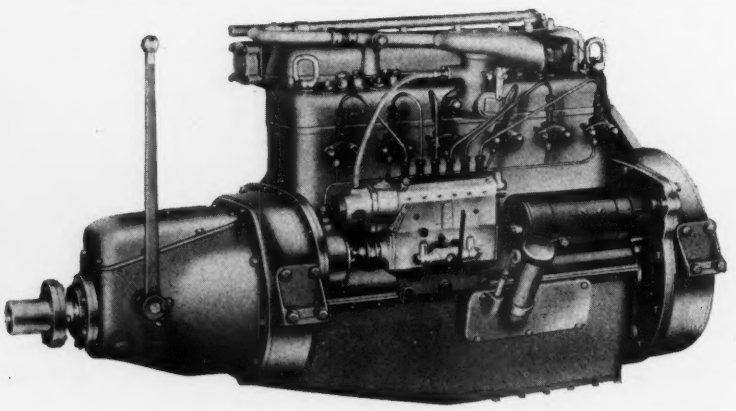
Another new Kermath is the Sea Cub, a 4-cylinder gasoline engine of 2⅝″ bore and a 3″ stroke which develops from 10 hp. at 1000 r.p.m. to 25 hp. at 3000. Its over all length is 28 5/16″. The reduction gear adds but 3 15/16″ inches to this length. The engine is adapted for use in small launches and as a power plant for the smaller auxiliaries. Special attention has been given to the pressure lubricating system, designed to work efficiently at 20° shaft inclination and at large angles of heel. Automatic fuel feed pump is provided and full marine type carburetor. Water pump has a triple water seal. Generator is driven by Kermath enclosed belt and magnetic starting switch is included as standard equipment.

Though the Sea Cub is the smallest engine of the line, it has Kermath quality in both design, materials and workmanship.



The new Sea Cub, the smallest engine in the Kermath line, is a 4-cylinder motor which develops 25 hp. at 3000 r.p.m.

The Kermath Diesel 6–288 is a compact medium duty engine of 82 hp.



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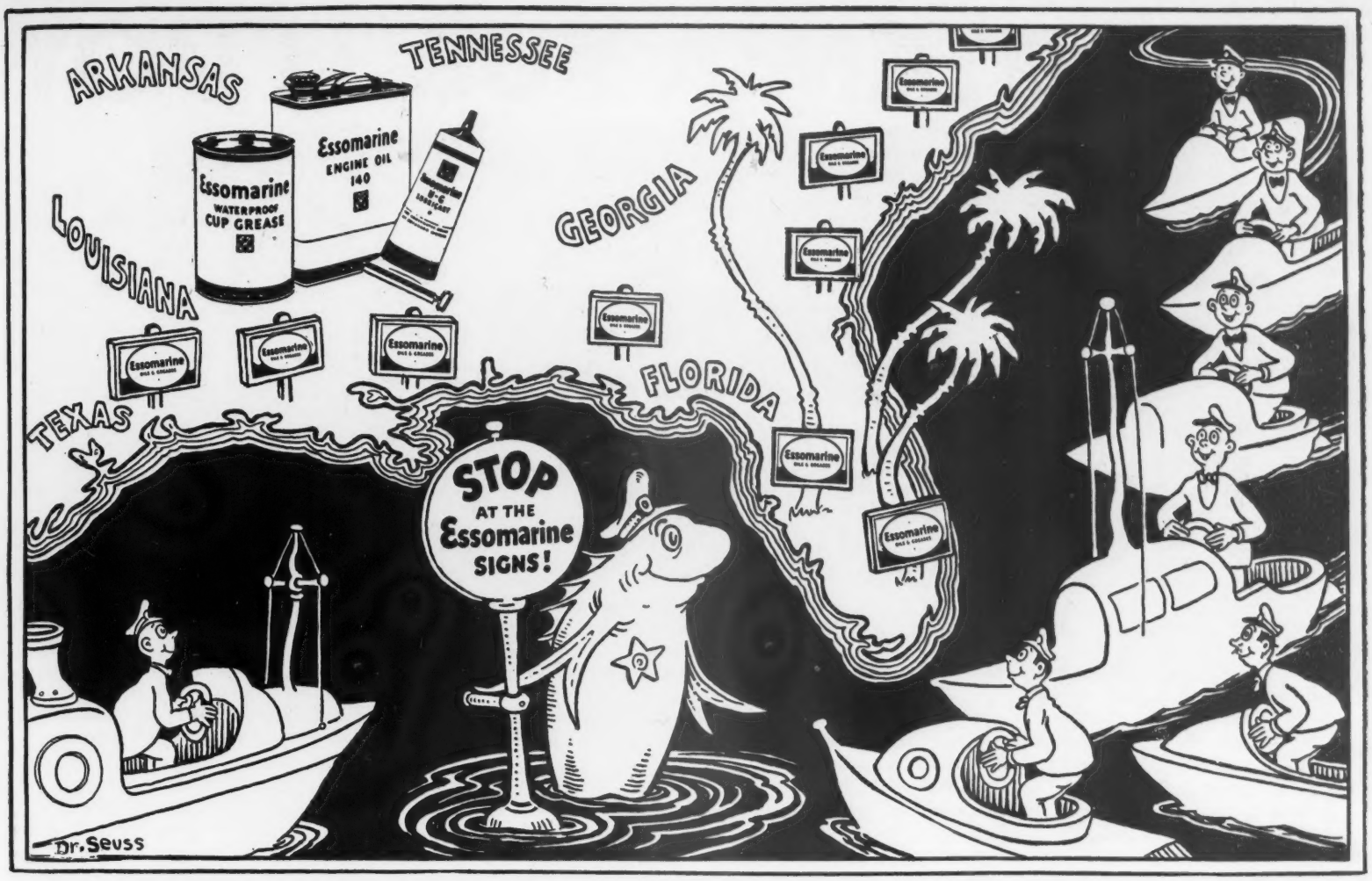
Palmer Offices Moved

Since the first of the year the New York offices of Palmer Bros. Engines, Inc., has been in its new location at 102 East 25th Street, near Fourth Avenue. Engines, parts and accessories are carried in stock.

+ + +

New Protective Fabrics

The entrance of the B. F. Goodrich Company, long well-known in the marine and industrial fields, into a new sphere of service to yachtsmen, has just been announced. The Goodrich Company has been working with the Gill Corporation of Cambridge, Mass., in the development of a new waterproof canvas for heavy service above decks and lighter weight fabrics for interior uses.



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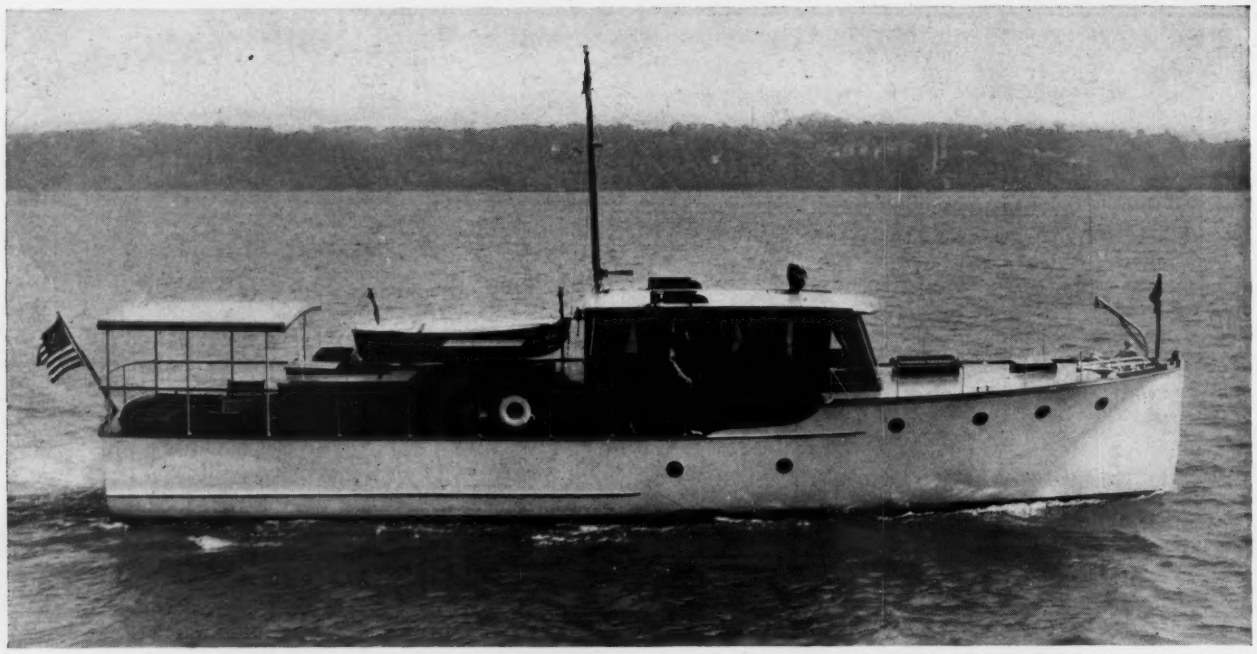

"Alden," owned by W. S. Mills of Paterson, N. J., is a 50-footer built by the Vinyard Ship Building Co. Driven by two 180 hp. Sterling Petrel engines, she made 18.18 m.p.h. on the measured mile

Sail covers, awnings, spray hoods, boat covers and the like may now be made of the new material.

The basis of the treatment is a new non-rubber synthetic resin, known as Koroseal, which has been an objective of the Goodrich research laboratories for seven years. Chemists call the new product a "non-solarizing" body as it has been found to be unaffected by long and continued exposure to sunlight, oxygen, ozone, smoke and other elements which cause early discoloration and deterioration of protective fabrics. A most important result of impregnation with Koroseal is the resistance to mildew thus produced.

Giltex fabrics, so treated, have many remarkable characteristics. An aging test, the equivalent of two years' service, revealed no signs of deterioration, it is reported. Government tests showed the highest resistance to sunlight. Its waterproof qualities are indicated by the fact that it is being considered for packaging oils and milk. It is excellent for rain clothes and for table covers.

For above deck applications, a variety of weights and colors, including a real staple white, are offered. Other fabrics available will be treated silks, rayon, linen and light cotton. The Giltex treatment is so versatile that printed fabrics may be treated with this clear compound, making their handsome printed designs proof against damage by water and other destructive agents.

The Gill Corporation is the exclusive distributor of Goodrich Giltex Fabrics, as these new materials are called. A request to that house, 238 Main St., Cambridge, Mass., will bring an answer to any questions.

\+ + +

Price of Scripps V-8 Reduced

A SWEEPING reduction in the price of all V-8 series marine engines (the Scripps conversion of the Ford V-8) is announced by the Scripps Motor Company of Detroit. This includes eight models.

The direct drive models, equipped with steel oil pans and the option of either aluminum or cast iron cylinder heads, are now priced $400 at the factory. The same engines, with extra heavy double reduction internal gear-type reduction gears, ratio 2.12:1, are now $530 at the factory. The direct drive models with cast iron oil pans are now $425 and the reduction gear models $555.

While the prices have been materially reduced, the engines have been improved by the addition of a clever device, Scripps designed, called the Equa-flow Cap. This is attached to the carburetor intake and is a combination of flame arrester and intake silencer that increases power output and makes for smoother operation. It is attached to the carburetor air intake where it acts primarily as a flame arrester. It is mounted so that it draws off the fumes emitted from the crankcase breather tube through the brass fins of the arrester, keeping the air in the engine compartment clean by removing fumes and odors. The flame arrester element is placed on the under part of the Equa-flow Cap to prevent water from spray or leaking hatches from entering the carburetor.

"Paunette," owned by P. W. Jones of Chicago, is 30' 8" length over all. She is from designs by P. L. Rhodes. Auxiliary power is supplied by a Buda 4-DM-186 Diesel of 57 hp.

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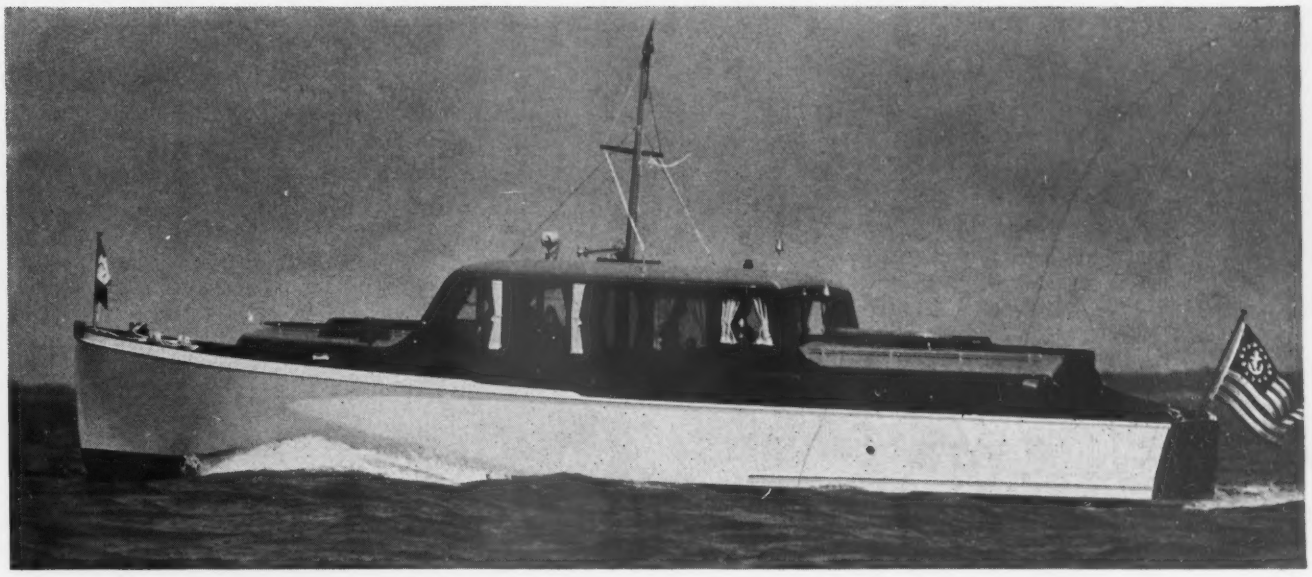

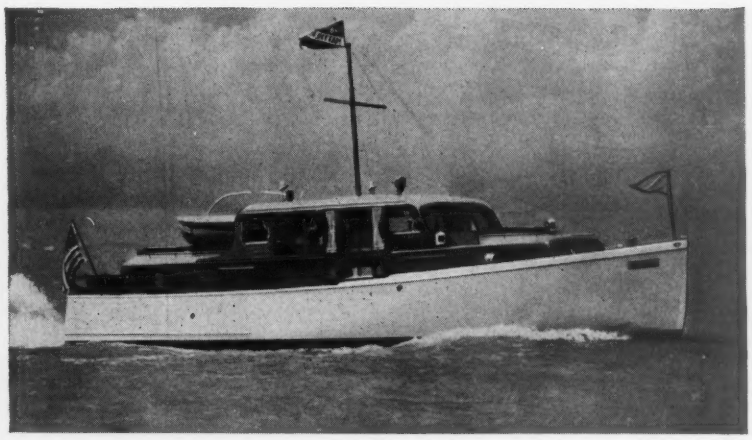

● **The "38" DOUBLE CABIN** is the ideal family cruising model. Large forward cabin, enclosed and screened bridge, roomy aft cabin, two toilets, galley—everything complete for luxurious living. The roomy aft cockpit provides that spot for sun baths and open weather. Sleeps 6 to 9.

● **The "38" TWIN CABIN** with two individual roomy cabins, dining nook, toilet and galley, extreme privacy, long aft cockpit and general all-around comfort remains one of the most popular 38-footers in the fleet. Sleeps 6 or 7. Her balance and beautiful lines elicit praise everywhere.

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Chicago	900 So. Michigan Ave.	Boats, Inc.
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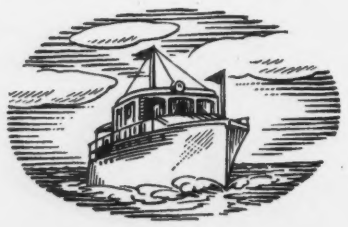

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Please send me, without obligation, a copy of your new booklet "Is an Atlantic Policy Good Enough For You?"

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Books for the Yachtsman

Uffa Fox's Second Book

(*Charles Scribner's Sons, New York, 1935. $10.00*)

NO SAILOR lucky enough to own or read the first essay at authorship of that prominent British yacht designer and small boat sailor, Uffa Fox, will be content without the companion volume to *Sailing, Seamanship & Yacht Construction*, which has recently reached this country. The product of Uffa Fox's excursion into the field of literature is as distinctive as the boats he turns out. For his books reflect not only his views, which are original, but his personality also, as anyone who knows Uffa quickly will discover once he reads the dedication to this second book. This he makes to the publisher who advanced him, before a page was written, enough royalty to let the author come to the United States to sail for and win the most important canoe trophy in the world.

After spending many evenings in profitable enjoyment going through the 370 pages of *Uffa Fox's Second Book*, this reviewer believes there is even more of value in it for the yachtsman and student of yacht design and construction than in the first book, although the material is more varied and, perhaps, not so closely related as in the first volume. But, in compensation, certain subjects, and the design of specific boats of varied types, are covered in greater detail, such as, for instance, the matter of masting and rigging, and the construction of the author's masterpiece, the staysail ketch *Wishbone*.

Divided into four parts, the book embraces the history of the sport (as well as some phases of seafaring not strictly yachting); racing, which covers the various International and some Universal Rule classes with plans and construction details of each; cruising and, finally, power craft. The latter section is something usually considered outside the author's focus of vision, but it holds, nevertheless, considerable of interest and value.

Perhaps the diagrams and plans of yachts the author analyzes, and the details of construction and gadgets among the 350 illustrations are the most interesting features of a book valuable to any yachtsman.

\+ + +

Told in the Watch Below

By John Scott Hughes

(*E. P. Dutton & Co., Inc., New York. $3.50*)

JOHN SCOTT HUGHES in his latest book, "Told in the Watch Below," has written a happy collection of literary bits about the sea, what it gives and what it takes away. He truly understands the longing of the man who has ventured upon the ocean and must have more of it.

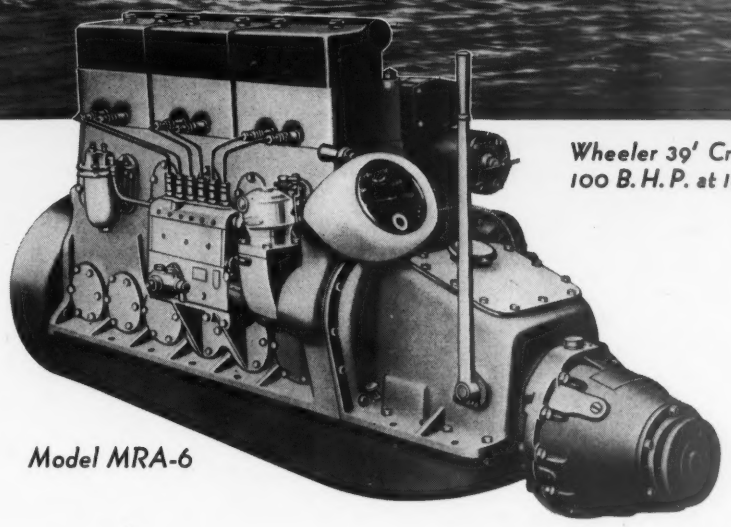
The book is pitched in the familiar essay style, well adapted to the author's thesis that the land is too much with us. He feels that many a man would sacrifice a fair share of his capital to sail in command of his own small ship if he could realize what he is losing every day he postpones the fulfillment of his dream.

Mr. Hughes is a grand old Englishman of the kind that knit together the colonial empire and some of his conservatism has carried over into the brisk little essays ringing sometimes a strange note to post-war Americans. It is all very British, occasionally in a way that makes the whole a trifle remote to our yachtsmen. The author is, however, at his delightful best in his excellent appreciation of our own Thomas Fleming Day "great editor, and ardent sailorman." And again in praise of *Wander Bird* and her skipper he shows his genuine fondness for sailors from this side.

"The *Viking*" is one of the enchanting short stories in the volume. A captain loses his ship, and recovers his confidence in a single-hander. As simple as that, yet a miniature masterpiece. The eleven pages of this terse drama move with the sweep of the rollers on the third day of a gale.

Possibly the author is too concerned with the drudgery of our urban lives, or too preoccupied with the romance of the sea for its own sake, but in the very first chapter you realize that this man

Wheeler 39' Cruiser powered with one Superior 6 cylinder MRA Diesel developing 100 B. H. P. at 1600 R. P. M. Speed approximates 14 miles at cost of 3 cents per mile.



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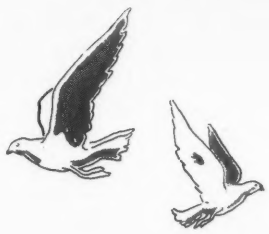

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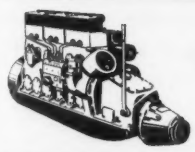

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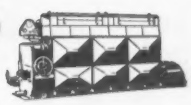

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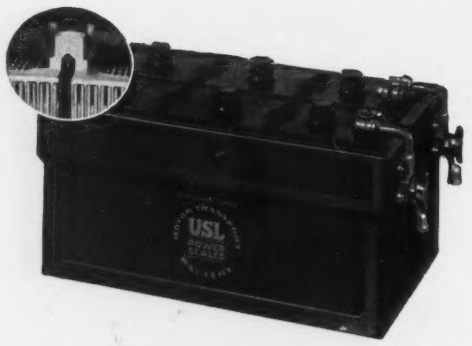

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USL BUILT to LAST BATTERIES

knows the sea and its ships. Here is the taste of the ocean and the winds, but little meat for the practical man. It should be read far from summer races. "Were yachtsmen given to reading in bed," says Hughes, "I should be tempted to hope that [these essays] might constitute a bedside-book." He is too modest. "Told in the Watch Below" is that and more.

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Midget Magellans

By Eric Devine

(*Harrison Smith and Robert Haas, New York, $3.00*)

THE sub-title, "Great Cruises in Small Ships," explains the book which is a compilation of the accounts of a number of small boat voyages made by Captain Slocum, Voss, Thomas Drake, Pidgeon, Gerbault, Conor O'Brien, Robinson, Tambs and others. Some of the earlier voyages by R. T. McMullen and E. F. Knight are also sketched. In an interesting chapter headed "The Lazarette," the author discusses briefly the questions of types of boats, layout, navigational methods, galley arrangements and so on. He also makes it clear that most men who have made long voyages in small boats have done so because they like the life at sea and enjoy visiting strange ports and islands, poking into little rivers and coves and seeing what they want to. To quote Conor O'Brien, "The right way to see strange ports is in one's own ship. One says, 'We'll just slip across and have a look at South America.' You can't do that in a mail steamer."

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SOS to the Rescue

By Karl Baarslag

(*Oxford University Press, New York, 1935. $2.50*)

SOME time ago a marine radio operator, walking through Battery Park, New York City, happened to notice the memorial cenotaph which is placed there to commemorate the names of wireless operators who had gone down with their ships in marine disasters. It was not a very inspiring or imposing monument, and the living operator viewing it noticed that it mentioned only the name of the "wireless man" who had perished, his ship and the date and location of the disaster. Not a word as to who these men were or the manner of their deaths. Being a seagoing operator himself, he realized the stark drama, the devotion to duty — heroism if you call it that — and spirit of sacrifice that lay back of the names inscribed on the tablet and that were buried in the forgotten reports of these disasters. Here was an epic of the sea that had never been fully told and that should be recorded in justice to those whose deeds made the story possible. And that is how Karl Baarslag, marine radio operator, came to write of those others of the brotherhood who had given their lives in the effort to bring help to their distressed vessels.

It is a story that will appeal to sailors by the simplicity of its telling, by its accuracy of detail, with no attempt at the sensational, and by the author's knowledge of the sea and ships. Some of the stories, such as the sinking of the *Titanic*, have been retold elsewhere recently, but never has this, or any of the other accounts, been told with full appreciation of the part played by the radio and by those who operated the sets on the ships.

From Jack Binns, in the *Republic-Florida* crash in 1909, which first focussed public attention on wireless as a means of saving life, Karl Baarslag vividly tells the story of all the great sea disasters in which radio played an important part, down to the loss of the *Morro Castle* last year. In a book in which every story holds great interest for the sailor it is hard to mention any that stand out above the rest, but the account of how the unlucky *Tashmoo* was saved by an amateur member of the crew working a disabled radio set deserves especial mention as showing how great an asset resourcefulness is to anyone who follows the sea.

H. L. S.

"We used to call her 'Old Faithless'"*

"WHEN I bought this boat from Jim, he said, 'You're buying her cheap, but you're still getting trimmed.'

"You see, 'Old Faithless' had the reputation of being the worst performer in the yacht club—with the balkiest engine ever fastened to a propeller shaft.

"I had an idea that the boat was all right, but abused—and the day after I bought her I sent her in for an overhaul.

"That overhaul confirmed my suspicions. Inside the motor was the nastiest mess of sludge and carbon you ever saw. *The mechanic and I agreed that 'Old Faithless' had got her monicker because of oil that wasn't fit for a rusty oarlock.*

"He advised me to use Gulfpride. Thanks to following his cue, I haven't had one bit of trouble since I've owned the boat. She's 'Old Faithful' now."

Gulfpride is unquestionably the best of the world's fine marine motor oils. Blessed with a 100% Pure Pennsylvania base, it outshines all other oils because of Gulf's exclusive Alchlor refining process. *This process starts where other refining methods leave off*—with the result that Gulfpride forms *only one-fifth as much carbon* as most of the other fine marine motor oils. It will do more to cut down repair bills than any one thing we know.

If there is no Gulf Waterfront Station near your mooring, pick up Gulfpride at any Gulf Service Station on the way to your boat. Available in 1-qt., 5-qt. and 5-gal. cans . . . or in 55-gal. drums.

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Please send me a FREE copy of Gulf's book on waterfront service stations and chart, showing their location.

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Am I Busy!

Yes, sir—you bet I am! Launching time will soon be here. My New Year's Resolution to get more fun out of boating still holds! And, checking last year's Log, I find many items that require fixing or replacement.

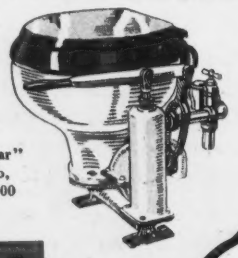
That old toilet is going into Davy Jones's Locker. I'm getting a W-C SEACLO to replace it. Present low prices make that easy.

The Log recalls that boat I saw blow up last season, and I don't want to take a "sky ride." The only way I can discover explosive gases in the bilge is to install a W-C GASTECTOR. I want to *know* when I'm in danger.

Another note: "Boats with W-C YACHTSMAN'S ANCHORS did not drag in last night's storm." The YACHTSMAN'S ANCHOR will hold in any blow. So low in price this year, everybody should have one.

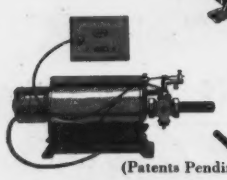
Am I glad I saw those new W-C "ALL-IN-ONE" ELECTRIC RUNNING LIGHTS at the Show. As handy as a pocket flashlight. Battery stowed in the light itself—no wiring to fuss with—and they'll burn for 200 hours!

Take my advice—cruise into your favorite Dealer's *now*, and see all the new Wilcox-Crittenden gadgets. Complete details in the No. 36 catalog, just off the press. Sent to you for only 25¢ to cover cost of mailing.



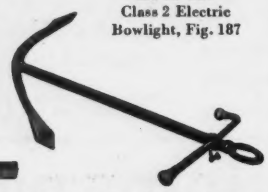
"Regular" Seaclo, Fig. 1500

"All-In-One" Class 2 Electric Bowlight, Fig. 187



(Patents Pending)

Gastector, Fig. 1000



Yachtsman's Anchor, Fig. 2002

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British Yachting Notes

Yawl and Ketch Rig Allowances

IN THE December number of YACHTING, I was able to foreshadow the acceptance by the Royal Ocean Racing Club, at its annual general meeting, of the "Time on Time" system for the club's deep sea long distance races. That the necessity for the change was considered to be definitely in the best interests of the sport — especially in the case of straight-away, port-to-port races — was shown by the fact that the proposal was passed unanimously. A further proposal by the technical committee that no headsail shall, without penalty, be longer on the foot than one and one-half times the base of the fore triangle — instead of one and one-third — was not accepted by the meeting, nor was a similar proposal relating to spinnakers.

In view of the great progress which is being made in fast, deep sea cruiser design and, bearing in mind the criticisms by a number of practical cruising men of the present R. O. R. C. restrictions, I am inclined to regard these rejections as a mistake. With the next Fastnet Race due in 1937, it is probable that the question of spinnakers and headsails may be brought forward again for further consideration, and it would be most interesting to have the opinions of American designers and yachtsmen on this point. With regard to the spinnaker, it should be borne in mind that it is not only the width at the foot that is in question, but also the restriction as to its breadth between the points at half-leach and half-luff. On this latter point, I have heard it contended by experienced yachtsmen that the R. O. R. C. regulations tend to produce an impractical and ineffective sail. If this is the case, it is obvious that action should be taken, and that the opinions of the leading experts in America should be given due consideration.

There is another point, and an important one, which it was hoped would be satisfactorily dealt with before, or by the date of the R. O. R. C. general meeting, and that is the question of rig allowances for yawls and ketches. In the good old days, when yawls *were* yawls, and ketches *were* ketches, no question was likely to arise on this point, and it was a fairly easy matter to assess their relative values; but now that many ketches have taken on a yawl-like appearance, while others have retained their full-blooded ketch characteristics, this is no longer the case.

In the year 1900, there was a rule that the mainsail of a yawl, for the purpose of time allowance for rig, must not exceed 37 per cent, nor her mizzen be less than 6 per cent of her total sail area — or 46 per cent and 7½ per cent in the case of pole-masted craft. Today, a ketch must have the after side of her mizzenmast, at the deck, "forward of the point of immersion aft." It is obvious that neither of these definitions is helpful when one attempts to allot anything approaching equitable allowances between the yawl and ketch rigs. It has been reported that a certain ketch was becalmed when well within her time for the third prize when nearing the end of a long distance race, and one of the younger members of her crew took advantage of the favorable opportunity to indulge in a leisurely swim around the yacht. When he was just about abreast of the mizzenmast, he gave a yell, and then . . . "Gosh! We're a yawl! There goes that third prize!" The yacht, nearly depleted of stores, water and beer, was floating light, and the mizzenmast was abaft "the point of immersion aft"!

The urgent need for a graduated scale of time allowance — from the yawl-like yawl to the ketch-like ketch — has long been felt but, up to the present time, nothing has actually been done to fulfill the varying claims of modern ketch rigs in relation to those of the genuine yawl. To say that "a yawl's mizzen shall not be less than 10 per cent of her measured sail area, and that that of a ketch shall not be less than 18 per cent," doubtless gives a good working basis for apportioning the allowance between the rigs but, as a rig allowance rule, it is far from satisfactory. For instance, what about yachts with, say, from 14 to 16 per cent of sail in the mizzen? Such vessels would be classed as yawls, but they would, obviously, be at a distinct disadvantage as compared with a 10 per cent mizzen yawl. Various suggestions have recently been made as to how this need may be met, one or two of which have, I understand, been under consideration by the R. O. R. C. technical committee, but no definite proposal has yet been submitted to the club.

When writing on the subject of "Time Allowances in Deep Sea Races," a short time ago, I stressed the fact that the Royal Ocean Racing Club is fortunate in having a number of members who take a keen interest in the technical side of its administration. They are still more fortunate in having, as a member, Charles Nicholson, whose advice, on such highly technical subjects as scantling and rating rules and the like, is always available. Quite recently he has made time to give some thought to the rig allowance question for yawls and ketches and, by his courtesy, I am able to give an outline of the system which he suggests. The rule he suggests is simple, both to understand and to work out. It reads:

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$810 and up, list at Lansing. Special accessory groups extra. Car illustrated is the 8-Cylinder Touring Sedan, $935 list.

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SAFETY GLASS STANDARD THROUGHOUT · CENTER-CONTROL STEERING · RIDE STABILIZER · 100-HORSEPOWER ENGINE · 121" WHEELBASE

The *Sports Jacket of* Quality

EVEN the man who accords clothes a minimum of attention finds the sports jacket a necessary item in his wardrobe. The garment pictured here is typical . . . in distinctive quality and moderate price . . . of the assortment offered by the House of Smith.

This jacket was fashioned of hand-woven Shetland Homespun—of yarn grown and spun in the Shetland Isles. It was hand-tailored by Maenson of London. The garment is comfortably soft to the touch, and yet will give the almost indefinite wear that is so celebrated a characteristic of Shetland Homespun. . . . . PRICE, £ 5-0-0

We carry sports jackets in checks, plaids, and hound's tooth patterns. Others are available in Harris Tweed, Camel's Hair, and Pure Indian Cashmere. All embody the highest quality at costs which are less than those customarily asked for garments of even comparable value.

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British Apparel of All Sorts for Men and Women

Bermudian Yawls and Ketches to be allowed a deduction from sail area of the amount by which the mizzen exceeds 6 per cent of the total S.A. measurement, including ½ the area of mizzen staysail. This deduction will not exceed 12 per cent of the total S.A. measurement.

Gaff Yawls and Ketches to be allowed a deduction from sail area of the area of the mizzen, ½ the area of the mizzen staysail and 2 per cent of the total S.A. measurement. This deduction must not exceed 20 per cent of the total S.A. measurement.

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A scouting of the working of this rule reveals the fact that — assuming a yawl to have a 10 per cent, and a ketch an 18 per cent mizzen, the scale falls almost exactly into line with the present R. O. R. C. scale, and therefore makes no change in the relative positions of cutters, yawls, schooners and ketches — Bermudian or gaff — while placing the Bermudian "yawl-ketch," with a *14 per cent mizzen*, on an equality with the Bermudian schooner and the gaff cutter; and the gaff "yawl-ketch," with a *14 per cent mizzen*, on an equality with the gaff schooner.

It is unfortunate that such an admirable scheme should not have been available in time for presentation to the R. O. R. C. general meeting, but I am glad to be able to bring it to the notice of American yachtsmen in good time before the opening of the deep sea racing season in American waters. It is, I think, well worthy of careful consideration by those responsible for the conduct of mixed rig races. Yet, again, it would be interesting to have expert American opinion on the working of this proposal.

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Since writing the above notes, the yearbook of the Royal Ocean Racing Club has been revised and brought up to date. The rating formula, which had been fixed for a period of four years, remains unchanged, as does, also, the method of taking the various measurements for obtaining the rating, with the exception of those relating to sail area.

Various suggestions have been made from time to time as to how sail area should be measured, but it appears to be practically certain that the method to be adopted will be that of the North American Yacht Racing Union, with, however, the following exceptions:

Mizzen Staysails: These will be measured at one-half the total area of the triangle in which they are set, the base of which will be measured along the deck. If the line of the luff of the staysail cuts the mizzenmast at a point above the apex of the mizzen sail, the height of the latter sail will be taken to this point.

"Bermudian" Sails will be taken $\frac{Boom \times Hoist}{2}$, the measurements to be made to black bands on spars, as in the I.Y.R.U. rule, or to the farthest points to which sail can normally be stretched.

Headsails and Spinnakers: If the following limitations are exceeded, an addition will be made to the measurement of the fore triangle.

1. Should the horizontal distance between the tack of any headsail and a perpendicular dropped to the deck from the clew of that sail exceed 1⅓ times the base of the fore triangle, ¾ of this excess will be added to the base of the fore triangle.
2. Should the length of the luff or leach of the spinnaker exceed 95 per cent of the leading edge of the fore triangle, the whole of such excess will be added to the height of the fore triangle.
3. Should the foot of the spinnaker, measured in a straight line from tack to clew, exceed 1⅓ times the base of the fore triangle, ¾ of this excess will be added to the base of the fore triangle.
4. Should the width of the spinnaker, measured in a straight line across the sail at ½ luff and ½ leach, exceed ⅔ of the permissible width of the foot, 1⅛ of such excess will be added to the base of the fore triangle.

Note. When more than one of the above penalties affecting the measured length of the base of the fore triangle is incurred, the greatest of these penalties will be added to the base of the fore triangle.

The mast height limits, which fall into line with American practice, will, I understand, be adopted for the coming season.

Although, at the time of writing, these regulations have not actually been adopted, it is practically certain that they will shortly become law. It is satisfactory to note that the method of measuring sail area, and also that of regulating mast heights, will then be common to the Cruising Club of America and the Royal Ocean Racing Club.

M. HECKSTALL-SMITH

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The varied landscape suggests that long ago Nature had the golfer's best interests at heart. And celebrated golf architects added finishing touches to the charming terrain. Lovers of sea bathing rejoice in Bermuda's famous rose-tinted beaches. . . . Devotees of the racket enjoy fine courts of turf and en-tout-cas. . . . Game fish abound. . . . And cyclists pedal contentedly along white coral roads in this charming capital of sportdom . . . this refuge where no automobiles are allowed . . . where the favourite sport of every visitor can be enjoyed amid scenes of unparalleled beauty.

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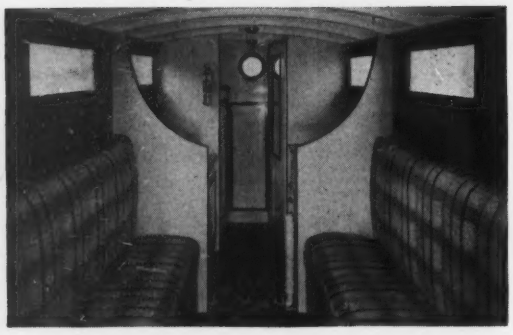

At the Motor Boat Show we urged all interested prospects to look the other boats over very carefully and then to compare them with what A.C.F. offered. One after another they came back to say, "You can't match A.C.F. either in quality or in price." See ROAMER *yourself.* Check its outstanding quality, accommodations, appearance, and price. Write us for illustrated leaflet 20.

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News from Yachting Centers

Narragansett Bay Gossip

By SPINNAKER LIZ

NARRAGANSETT BAY is proud of Charles F. Tillinghast, Jr., who commanded the disabled *Hamrah* on her return to Halifax after her skipper and his two sons had been drowned in a storm at sea last June. His ability in seamanship has brought him the award of the Blue Water Medal by the Cruising Club of America.

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Herreshoff's, at Bristol, are laying the keel for a new 51-foot water line fast cruising yawl designed by John Alden for D. Spencer Berger of New Haven, owner of the schooners *Mandoo* and *Wildfire*. The new boat will be 71′ 3″ over all, 15′ 8″ beam and 9′ draft. She will be of composite construction with steel frames, double mahogany planking and teak decks. She will carry no bowsprit. A 6-cylinder Buda Diesel will be installed. The boat is to be called *Mandoo II*. She will probably be finished in time for the Bermuda Race and it is probable that her designer will be one of her crew in that contest.

Herreshoff's has just received a contract for forty 12½-foot lapstreak dinghies for the Massachusetts Institute of Technology. These boats were designed by the Institute's Department of Naval Architecture. They will be fitted with two mast steps so that either sloop or cat rig may be used.

A 14-foot lapstreak dinghy for Commodore Henry F. Morgan is almost finished and beside her lies a new Star, the first Herreshoff's have ever built, for William C. Foster of Scarsdale, New York.

The Class J *Rainbow* is to undergo changes which will include adding some lead to her keel. Also, the big yawl *Thisle*, built for Robert Tod by Herreshoff's and now owned by Dr. Milligan, of New York, is coming out of cover this year and will be fitted out for the summer.

There have been a few changes of ownership around the Bay. The Providence Sea Scout schooner *Dolphin* has been sold to Edward Mason of Rumford. She is one of the early Alden *Malabar* schooners and is a husky 43-foot craft. The Class B sloop *Tyche II* was sold to Charles Dickerson by Dr. Albert Hayes. The Class C sloop *Arrow*, a fast small rival of *Kildee*, was sold to John Ward of Wickford. Henry W. Anderson has sold his 32-foot Elco cruiser *Day Dream* to Henry B. Metcalf of Providence.

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Sparkman & Stephens, Inc., reports the sales of Leslie Fletcher's *Stout Fella* to John H. Timken of Canton, Ohio, and the 60-foot Hand motor sailer *Blue Bill* to A. G. B. Steel, of Philadelphia and Bristol.

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From all accounts the Motor Boat Show was a great success with more boats sold than ever. Bill Dyer of the Anchorage, in Providence, beat his record of last year. This year he sold 28 Class D dinghies, enough to keep him busy filling orders for a while. Most of the boats are going to the Sound. One of the purchasers was Robert E. Tod, of Syosset, Long Island. The model of the new Bantam Class built at the Anchorage and exhibited at the Motor Boat Show, is a beautiful piece of workmanship.

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At the Frederick S. Nock yards, in East Greenwich, Mr. Bent is working under pressure turning out two new sport fishermen like the *Cero*, built last year. One is for Frank Walker and the other for Henry W. Anderson, both of Providence. A pair of Diesels will be installed in both.

Ralph Hamilton's *Show Boat* is having a new keel fitted.

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John Alden is building for his own use a 31-foot over all yawl, 23′ water line, 9′ 8″ beam and 5′ draft. No motor will be installed for the present.

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Alfred T. Carton, of Chicago, who summers at Jamestown, has ordered one of the new Alden 36-foot standardized cutters. She is being built in Maine.

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The Frostbiters have been hard hit this winter as the Bay has been frozen over for weeks. Every Sunday a few Dinghyites motor to Bristol to look over the situation but Old Man Winter seems to be stubborn.

Buzzards Bay

Furnans Yacht Agency has designed a new 28-foot cutter for Harlan Taft Moses, of New York, which is being built at Pat O'Connell's, in Taunton. She will be 23′ 6″ on the water line, 9′ 8″ beam and 4′ 3″ draft and will be powered with a Universal motor. A similar boat is being built at Palmer's Boat Yard, in Fairhaven. Palmer is also building two more Clipper Class boats, designed by Furnans last spring. Furnans has also designed a new 46-foot twin screw Diesel cruiser, 12′ beam and 3′ 5″ draft. They report the sale of the sloop *Fiesta* to C. E. Cotting, of Boston, and of the sloop *Lost Horizon* to E. F. Waterman.

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Casey is building a 36-foot auxiliary yawl, designed by John Alden for William Bross Lloyd, of Illinois and Marion, Mass. She is 28′ on the water, 10′ 5″ beam and 5′ 3″ draft. A Gray reduction gear motor will be installed.

Another boat under construction at Casey's yard is a 29-foot sloop designed by Waldo Howland and Ray Hunt of the Concordia Co. She is 21′ on the water, 8′ beam and 4′ 6″ draft. The power plant will be a Gray Sea Scout.

Massachusetts Bay Flashes

By ED EARLE

THE debut of new classes and new boats for old fleets point to a high water mark this season in Massachusetts Bay. The blue water trend is noted by a new class of auxiliary cutters for the Eastern Yacht Club from the board of Frank C. Paine, of Belknap and Paine. The new 50-foot over all single-stickers will be used for ocean racing, club cruising runs and, possibly, for racing in the regular Saturday afternoon championship series. Two are under construction at George Lawley's Neponset yard for Rear Commodore Malcolm W. Greenough and Designer Paine. Two more are already promised so that the new class will get under way to a real start. The dimensions are 36′ water line, 11′ 6″ beam and a draft of 7′.

Boston yachtsmen make a Six-metre invasion of Bermuda next month for the Prince of Wales Trophy series and international team matches. John S. Lawrence will sail his new acquisition, *Bob-Kat II*, the Seawanhaka Cup winner of 1934, with Art Shuman as crew. Chandler Hovey and Elizabeth Hovey will race *Jill*. Another Boston-owned "Six" is expected to swell the fleet in the Onion Patch racing.

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Paul Dudley Dean, of the Boston headquarters of the Thirty-Square Association, has sent out invitations to representative clubs and owners abroad for the Roosevelt Cup races this summer at Marion.

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Hasket Derby and F. Emmons Alexander, of the Boston office of Sparkman and Stephens, Inc., have launched a cleverly compiled trade paper, christened *Weather Eye* which not only has an interesting line of boat and marine offerings but booms yachting in general with a chart series of "snug harbors." The construction of another 47-foot motor sailer at Post's yard, Mystic, was announced through the Boston office.

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Walter K. Shaw's noted light air queen *Andiamo* is undergoing changes in rig and interior at Oxner's Marblehead yard under the direction of Belknap and Paine. The "white ghost" will blossom out with a loose-footed mainsail and go after the Class M boats this season in a serious way.

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Dr. Larry Lunt, of the Boston Yacht Club, former owner of the schooner *Seaward*, has purchased the 30-Square-Metre *Oriole*, formerly raced by Elizabeth Hovey, through Art Shuman, of Belknap and Paine.

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A new 39-foot over all cutter is all set up at Willis J. Reid's Winthrop yard for Robert Parsons, of Providence, from the board of Sam Crocker. Her hull lines are similar to those of Lee Loomis's *Land's End*, built last year at Britt Brothers, West Lynn. Carrying a loose-footed mainsail, the new cutter should be a smart boat.

"CRUISABOUT" *Owners have something to* BRAG ABOUT

Queen of the Richardsons is the 32' x 9' 9" single cabin enclosed bridge Cruisabout. She has berths for 6 and every convenience and comfort aboard. Power is furnished by Gray 6-91 engines and Monel Metal shafts are standard equipment on all Cruisabouts for 1936.

View showing propeller shaft installation on the 1936 32-ft. Richardson Cruisabout. Monel Metal shafts of 1⅛" diameter are standard equipment on these boats.

The Propeller Shafts of* MONEL METAL *are Standard Equipment

...by MORT CALKINS

I'VE been building boats so long I most forgot when I started. But one thing I learned early in the game was this:

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Every time they adopt an improvement, they look on that as an opportunity to give the Richardson owner something to brag about to other boat buyers.

Take their new '36 Cruisabout. She's got a Monel Metal propeller shaft as standard equipment. *Every Cruisabout buyer knows he has the best insurance against propeller shaft grief. No rust, with Monel Metal. No hopeless fight against corrosion. And mighty few layups due to bent or sprung shafts, even from collisions with submerged driftwood that would put most shafts out of the running.*

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Mort Calkins

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The new 18-foot Stone Horse Junior Class, building at Chaisson's Swampscott yard, is still growing. Two more boats will be added to the original order of ten now under way.

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The 78-foot auxiliary ketch *Oriana III*, recently acquired by Dick Harte, of Nahant, is undergoing intensive interior changes at Dion's Salem yard, under the supervision of Belknap and Paine. A new sail plan will make her a knockabout ketch. *Oriana III* was turned out by Herreshoff a few years ago.

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Fred Haigmeister, former commodore of the East Boston Yacht Club, has been elected to head the Massachusetts Bay Yacht Clubs Association, representing 37 clubs. Hosea D. White, ex-commodore of the Savin Hill Yacht Club and owner of the Quincy Challenge Cup holder, the Manchester 18-footer *Oriental*, was elevated to vice commodore and Robert H. Nichols, of the Jubilee Yacht Club, is rear commodore for 1936.

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The yard of Bill Lee of Harwichport is busy turning out a pair of 33-footers, from Crocker designs, for E. Fred Flindell, and Mrs. William Cales. Two more 23-foot Stone Horse One-Designs are also under construction.

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An auspicious and smacking shower of new shavings is flying at Reid's yard where eight new additions to the Winthrop Hustler Class will swell this fleet in the Winthrop Yacht Club to fifteen or more this season. The 18-foot over all, six-foot beam, centerboard Hustlers have proved fast and seaworthy racing boats since the first one was turned out by Charles Moore in 1922. With several Radio Class boats already building, small boat racing will hit a new high off Winthrop.

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Eldredge-McInnis report the sale of the sport fisherman *Patsy*, from the Estate of Charles Wolcott, to a local yachtsman; and the power boat *Here-Me*, from W. Parker Jones, of the Eastern Yacht Club, to Dr. Walter D. Kells, of Boston. H. M. Danke, of South Norwalk, Conn., is building a 27-foot over all auxiliary Eastward Cub sloop from the designs of this office. Three more of these auxiliary sloops are under construction at I. L. Snow Company's yard at Rockland, Me., for the spring market. The two special sport fishermen under construction at Nock's yard are well along and it is expected that they will be completed this spring.

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John G. Alden reports over forty sail, auxiliary and motor yachts over 25 feet now under construction. Among these the new 71-foot composite yawl for D. Spencer Berger, of New Haven, is well under way at Herreshoff's and will be christened *Mandoo II*. She will be completed in time for the Bermuda Race. A 43-foot motor sailer for J. H. W. Whitcomb, of Wellesley Hills, at Gamage's yard, South Bristol, Me.; a 36-foot yawl building for William Bross Lloyd at Casey's yard. Alden has sold six of his 36-foot stock cutters to D. R. Stoneleigh of New York, Arthur E. Whitney of New York, Miss Marion Leeson and Alfred Dix Leeson of Marblehead, Alfred T. Carton of Chicago, and Frederic L. Ballard of Philadelphia.

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Alden has been commissioned by Roger Robinson of New Haven to design a fast 30-foot water line cutter which is now under construction at the Quincy Adams Yacht Yard. Mr. Robinson is the owner of the schooner *Vagabond*, which won in Class B in the race to Norway last summer. He will enter his new boat in the Bermuda Race with an all amateur crew.

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Other Alden designing work includes a ketch for Walter Olt, of Brooklyn, and a 31-foot over all auxiliary sloop for Franklin Remington, of Long Island; a 43-foot over all auxiliary cutter for Robert S. Cooper, of Los Angeles, and a sister hull to the above for Frank B. Drake, of San Francisco. Luther W. Tatge, of Chicago, has ordered a 35-foot over all double-ended ketch from Alden's designs, now building at McBurney's yard, Brooklyn. Mr. Alden is taking one of his 31-foot stock yawls for his own use. She is now building at Blaisdell's yard, Bath, Maine.

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Eldredge-McInnis report that the 38-foot cabin picket boats from their board for the U. S. Coast Guard, now under construction at the Freeport Point Shipyard, are coming along rapidly. Five boats are set up and planked, and all stringers, engine beds, deck frames, etc., in place, ready for landing the motors. A trial trip on the first of these boats will be held just as soon as the ice condition warrants.

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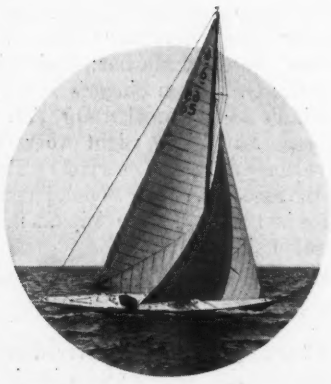

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Length over all.....28′ 0″
Length waterline.....23′ 0″
Beam..... 9′ 8″
Draft..... 4′ 6″
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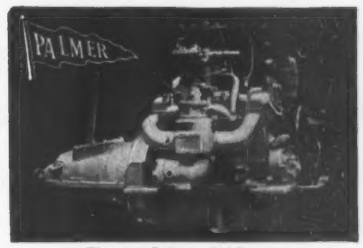

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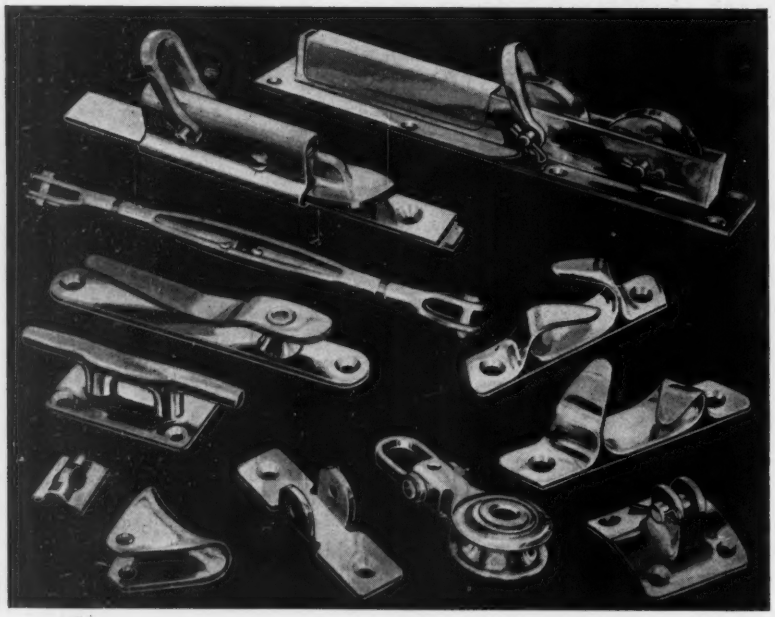

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West Coast Bubbles

By WALDO DRAKE

STARTERS in the biennial race to Honolulu from California next July 4th promise to outnumber the dozen contestants of 1934. In February the list of entries was as follows: Commodore Harold Dillingham's 56-foot schooner *Manuiwa*, Pearl Harbor (the defender); Commodore H. W. Rohl's 136-foot schooner *Ramona*, Newport Harbor; Radford Pratsch's 42-foot cutter *White Cloud*, Seattle; G. Harton Singer's 78-foot schooner *Navigator*, Los Angeles; Jack Blinn's 48-foot yawl *Altair*, San Francisco; H. T. Horton's 80-foot ketch *Vileehi*, San Diego. Eight other owners have promised to participate, but have made no formal entry. The Trans-Pacific Yacht Club is again sponsoring the race. Dr. Albert Soiland, sponsor of the original San Pedro-Honolulu race in 1906 and a participant in three subsequent races, is acting as general chairman.

The smaller entries will be started on June 27th.

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Vincent Astor's 263-foot Diesel cruiser *Nourmahal* arrived at San Pedro February 4th to fit out for a two-months' fishing and scientific cruise in equatorial waters, on which her owner and a party of ten departed on February 15th. Stops were to be made along the West Coast of Mexico, at Cocos Island, and the Galapagos, to secure live specimens for the New York Aquarium.

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Commodore Owen Churchill and his crew of the Eight-Metre *Angelita*, United States Olympic entry, will depart San Pedro with *Angelita* on April 25th for Copenhagen, aboard the Danish East Asiatic liner *Canada*. Arriving at Copenhagen on June 7th, they will participate in the Scandinavian regattas before going to Kiel in early August. Churchill's crew will include his daughter "Tony," Fred Schick, Carl Dorsey, Robert Sutton, and William P. Keane, Jr.

Aboard the same vessel will be William A. Bartholomae, Jr., and his Olympic Six-Metre entry, *Mystery*, of the Newport Harbor Yacht Club.

This Olympiad will probably close Bartholomae's highly successful career in the "Sixes." It is reported that he will be at the helm of a new boat, in a larger class, next season.

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Five Los Angeles youths, all complete pea-greeners at the offshore game, who started a projected three-year westward cruise of the world in January from San Pedro aboard the venerable 56-foot schooner *Baboon*, arrived safely at Honolulu on January 30th.

Modestly admitting that they are now old hands at the business, they were to leave the Islands late in February for the Tuamotus. *Baboon*, originally Charles Francis Adams' "Forty," is manned by Robert and Horace Boos and Harry Adams, co-owners, and by Robert French and Ray Shannon.

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Alfred E. Rogers, owner of the Six-Metre *Synnove*, last month celebrated his recent elevation to president of Los Angeles' Civic Regatta Association by directing the Tenth Annual Mid-Winter Regatta off San Pedro. He succeeded Sidney T. Exley.

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Honolulu sailors report that two French scientist-adventurers, Captain Eric de Bisschop and Joseph Tatibouet, are planning to sail from Hawaii this month for Panama, via the Marquesas, in a replica of the double outrigger canoes used by the ancient Polynesians.

Bisschop, a former French navy officer, and Tatibouet, came to Honolulu from the Marshall Islands after a 79-day voyage in a similar craft.

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The Los Angeles Yacht Club plans to begin work this month on an initial $30,000 segment in development of its new clubhouse and anchorage around the mole at Fish Harbor, San Pedro, on which it recently secured a lease from the Los Angeles Harbor Department.

The location fronts on the San Pedro Bay roadstead. It is fully protected against storms from any possible quarter and has potential mooring space for 700 boats.

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On her first brush, last month, William L. Stewart, Jr.'s, 55-foot racing schooner *Santana*, designed by Sparkman & Stephens, was defeated by two hours in a 67-mile race around Santa Catalina Island by Matt Walsh's veteran cruising sloop *Otter*. Finishing only a few minutes behind *Santana*

in the light going, was Stewart's former schooner *Paisano*, now owned by Tom Reed. *Santana's* owner has issued another blanket boat-for-boat challenge to the South Coast sailing fleet.

+ + +

John C. Stick, commodore of the California Yacht Club, has purchased the Eight-Metre sloop *Marin* from E. E. Lampton and has removed her from the racing field by installing a motor.

+ + +

"Dinksters" of the South Coast will resume their third annual Sun Kissed series March 1st, with the following leading by classes: National Class B (Potter-dinghies); *Misin*, Bill Douglas, and *Nancy Lee*, Harold Barneson. Rainbows; *Gad*, G. Dyne, and *Bobby Lou*, Barbara Shutt. Class A; *BY-C, Jr.*, Myron Lehman, and *Flapper*, Joe Fellows. Flapjacks; *Dizzler*, H. Riehl, and *Jill*, Ed Munsey. An average of nearly thirty boats is turning out this season.

+ + +

Fred J. Lewis, of the Newport Harbor Yacht Club, has recently received delivery from New York of his latest *Stranger*, converted to a yacht from the 230-foot Baltic motor freighter *Svealand*.

+ + +

Donald W. Douglas, owner of the cutter *Endymion* and the Six-Metre *Gallant*, was last month re-elected to his second term as commodore of the Southern California Yachting Association. George E. Vibert, of Balboa, is vice commodore, and Wallazz B. Eaton, San Diego, rear commodore.

+ + +

On the South Coast for the winter is *Breezin' Thru*, 132-foot Diesel cruiser owned by L. J. Montgomery, of Battle Creek and Chicago.

+ + +

More commodores for 1936 are: John A. Balch, Pearl Harbor Yacht Club; L. N. Slater, Los Angeles Yacht Club; Paul Lamport, Long Beach Yacht Club; Harvey Gates, Pacific Writers' Yacht Club; Dr. Niels Martin, Santa Barbara Yacht Club; Paul Franklin Johnson, Balboa Yacht Club.

Lake Ontario News

By C. A. RAWLINGS

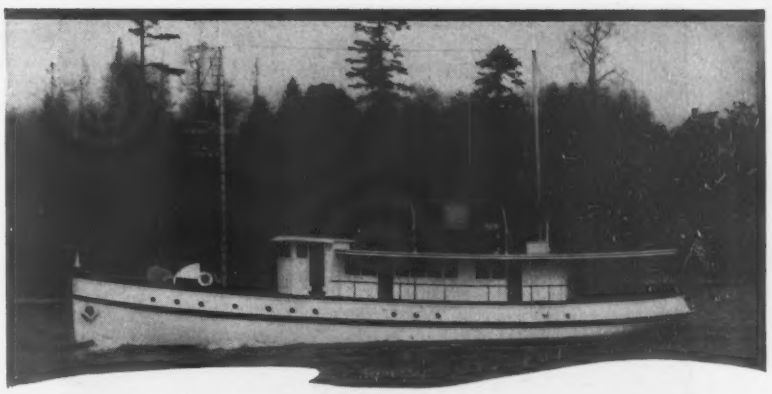
THE International Star Class Yacht Racing Association pointed its finger at Lake Ontario some weeks ago and informed Rochester that its waters were to be the course for the next International Championships, September 2nd to 7th inclusive. "A neutral course, without tides or shoals, adequate moorings and equipment," are among the quoted reasons for the section.

Rochester qualifies with all three. The open lake off Rochester is as true sailing water as small boats can expect in this world of flaws, and the mechanical equipment and experience possessed by the Rochester club for good course setting and patrolling are traditional. The complete neutrality of the water is also assured. At present it is almost virginal as far as Star boat racing is concerned. There is one lonesome Star in the Rochester fleet and she is a family boat.

News of the sudden choice of Rochester for the big meet broke in the town with an AP story from New York that appeared buried on the front page of an afternoon newspaper. Complete realization that the cream of some ninety fleets spotted over the world's yacht racing waters will descend on the town and race like demons for five days has not yet completely dawned. It will, however, and the interest and the gallery that up-state New York can bring to bear on a keen racing meet will surprise the visiting sailors. Ten thousand spectators afloat in everything from bureau drawers to a chartered 10,000-ton car ferry, thick as flies on every vantage pierhead and point of land, newspapers covering with short wave radio and breaking race extras, is not too much to expect. It has been done in the past.

+ + +

A challenge from the Royal Canadian Yacht Club of Toronto to the American side of Lake Ontario to defend in the Six-Metre Class the George Cup won last year by Rochester has been met. After a diligent search Rochester found a Six-Metre moored in a creek some twenty miles up the lake shore and accepted the defi from Toronto. The date suggested is immediately preceding the start of the annual long distance race for the



ATLAS DIESEL
Powers Flagship of Church Fleet

Many of the great and near great who have really wanted to see Alaska have had the rare treat of visiting this wonderland on one of the Campbell Church, Jr., Alaskan Outdoor Cruises by Private Yacht.

Hundreds of world travelers and sportsmen have returned to the mainland with delightful reminiscences of Alaska and a very high regard for the dependability and reliability of ATLAS DIESELS.

The "WESTWARD," flagship of the Church fleet of private yachts, is powered by a 110 H.P. ATLAS DIESEL. Her hull, designed by Ted Geary, is of the cannery tender type — the kind of boat that has been able to "take it" in Alaskan waters.

Powered with the type of ATLAS DIESEL that the fishermen in Alaska depend upon, the "WESTWARD" is prepared to meet all weather conditions prevailing in the Northern waters. The reliability of her ATLAS DIESEL has more than once instilled confidence in the passengers aboard.

To Mr. Church the ATLAS DIESEL means trouble free operation and low operating cost. There is nothing that distresses pleasure seekers as much as engine trouble. The ATLAS DIESEL keeps them happy — and the extremely low operating cost keeps Mr. Church happy.

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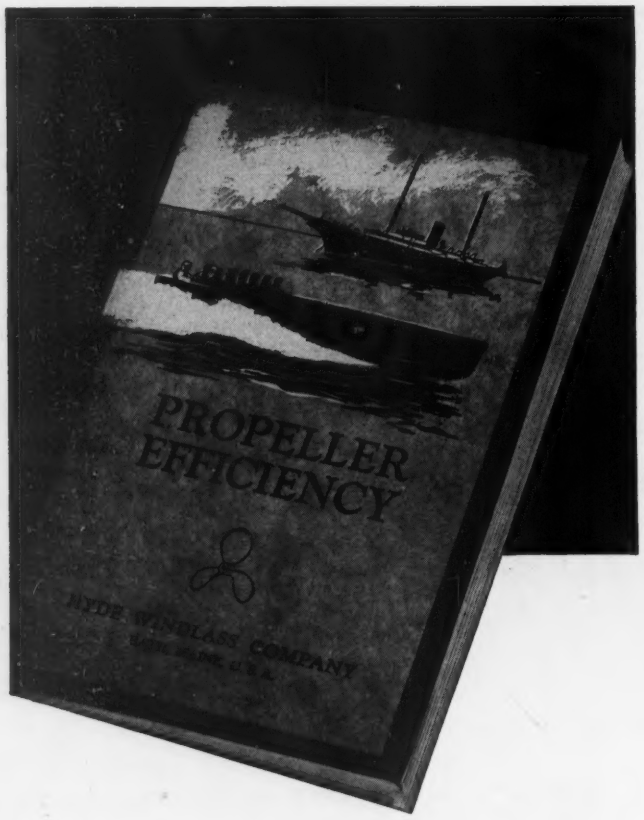

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The choice of the wheel that is right for your boat must be based upon many factors. Her length, beam, draft, lines, weight, motor power and speed should all be considered. Hyde maintains an engineering service department to assist you in getting the most in both speed and efficiency. Its services are free, yours for the asking. Send for a copy of the new edition of "Propeller Efficiency." It's a catalog containing constructive suggestions for increasing the speed, comfort and efficiency of your boat.

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HYDE PROPELLERS

DEALERS EVERYWHERE CARRY AMPLE STOCKS

Freeman Cup that starts off Rochester this year and will assemble the lake fleet off that port.

When the challenge arrived, some month ago, the American side of Lake Ontario seemed completely divested of "Sixes." The *Meteor*, last year's winner, and the *Jack* from the Crescent Yacht Club fleet at Watertown, runner-up in last year's racing, had both been sold to Lake Michigan. What to do about the defense was a perplexing problem. The short, albeit successful, taste of racing in the class, which Rochester had experienced, had apparently left only apathy for the open cockpit, high-geared boats. However, a search disclosed that a "Six" had been recently purchased by someone in Lockport, N. Y., and was moored in Olcott Creek, twenty miles to the westward of Rochester. Her owner said he would allow her to enter to defend the Cup, and the honor of America was saved.

\+ + +

Determined, apparently, to do anything except stay home this summer and work hard and quietly at developing a balanced, experienced dinghy team with the new International 14-foot dinghies established at Rochester last year, the two lead men in the division will attempt an invasion of Norway, Sweden and England.

The two youngsters attempting this highly ambitious junket are George Ford and William W. Tarr. They were "high score" men in the short racing season last year that was entirely a home schedule and included no outside class competition. They will leave in June and the prospect of a hard local schedule, the development of a team to meet Toronto in a home-and-home series, and the chance to discover what the Rochester-built Internationals amount to, will go with them. Ford will take his *R.I.P.* the English imported boat that served as a model for the Rochester boats, which are described in another article in this issue. Tarr will take his *Tartar*, the best tuned and most successful of the home built boats. Permission to fly the Rochester burgee has been granted by the Rochester Yacht Club executive committee.

Both men have been sailing dinghies for three years. Ford won one race against the English team, off Toronto, two years ago on a light day, with a cat rig, and lifted the Douglas Cup for 14-foot Lake type dinghies with the same boat in a close match series the same year. The Scandinavian racing will establish the 14-foot International Class there and, it is stated, a return visit will be paid by a team from Norway and Sweden in 1937.

Some Midwinter Arrivals at Miami and in Southern Waters

Boat	*Length*	*Owner*	
Seer	63′	H. Bellas Hess	New York
Virginia	74′	Mrs. F. W. Orrells	Daytona Beach, Fla.
Joann	45′	Mrs. Tatum	Miami Beach, Fla.
Sunswick II	75′	Edward H. Delafield	Bridgeport, Conn.
Silver Moon II	101′	John E. Zimmerman	Philadelphia
Alder	294′	Mrs. Wm. B. Thompson	New York
Aljo IV	60′	Joseph C. Wood	New York
Estherbelle	56′	Henry K. McHarg, Jr.	Washington
Orion	333′	Julius Forstmann	New York
Freba	104′	William S. Barstow	New York
Winsome Too	65′	Harkness Edwards	New York
Lady Luck II	38′	Robert K. Smith	Hartford, Conn.
Magistrate	63′	John B. Shethar	New York
Lady Luck	48′	G. P. Seeley	Havana
Cheerio Too	48′	George H. Townsend	Greenwich, Conn.
Orca	49′	Sherman Pratt	New York
San Cristobal	50′	J. Wesley Pape	Ft. Lauderdale, Fla.
All Alone	135′	U.S. Dept. of Commerce	Washington
Sachem II	83′	Clarence R. Hooker	New Haven, Conn.
Serenia	85′	Charles Y. Bay	New York
Antonia	77′	Frank Feeney	New York
Dione	55′	H. M. Bedell	Bridgeport, Conn.
Larc II	48′	Carl H. Smith	Washington
Sea Owl	100′	E. P. Larsh	Cleveland
Tondeleyo	78′	A. R. Roberts	Toronto
Chiro	75′	Edw. Veitch	Boston
Buccaneer	80′	Irving H. Buck	New Orleans
Far West	65′	Edmond A. Hughes	Coral Gables, Fla.
Camargo	225′	Julius Fleischmann	New York

JACK BAUDER

Along the Detroit River

By WALTER X. BRENNAN

GREAT LAKES Class R sailors are looking forward to an active season this year with some good boats on fresh water and the Richardson Cup races on the schedule. The Richardson Cup event is held every two years, alternately on Lakes Ontario, Erie, and Michigan. The series this year will be sailed at Chicago and the committee is reported to be planning a real post-depression program.

Detroit and Cleveland are quite excited about the affair as past performances seem to favor the boats of these two cities. Malcolm Vail's *Gossoon* is Chicago's best bet, but Detroit now boasts *Gypsy*, which was bought by Neil Lynch from Chicago last fall, and Cleveland submits C. H. Barth's *Robin* and the Kettering-Winton *Goon* for serious consideration. The elimination events at Put-In-Bay, to select the Lake Erie representative, should bring out a dozen boats and some real racing. The eventual winner, having been through that struggle, should stand well to cop the cup event at Chicago.

+ + +

With the Harmsworth Race definitely off for this year, Hugh Gunnison and his Detroit Yacht Club committee will probably shape their plans around the Edenburn Trophy race for 225-cubic-inch boats as its leading event. Of course, there is the Detroit Y. C. Development Class, in which Gold Cup boats are eligible, and possibly the Sweepstakes, which may rival it in popularity with the public should there be a good entry list, but to date it appears that the "225's" will have the spotlight.

+ + +

Word comes from Florida that Morton S. Laupher's *Zelbejan* took a good dusting on the Gulf early in January but came through in good shape. *Zelbejan* is a 65-foot Hacker-designed cruiser which attracted considerable attention on the Lakes late last summer. She went to Florida by way of the Mississippi and the Gulf. She is powered with two Kermaths located in the stern.

+ + +

Catboat owners see a revival of that popular class since the adoption of the new one-design restrictions on new boats. Previously the boats, which measure 22 feet over all, 8 feet beam, and carry about 270 feet of sail, were built to a rule in which changes have come so rapidly that the clubs have refused to buy any boats in late years. With the adoption of one-design rules for boats built in the future, the Detroit Yacht Club and Detroit Boat Club immediately asked for bids on three new boats each.

+ + +

The Edison Boat Club of Detroit has found a popular outlet for the excess energy of its members through the winter months. The club instituted trap shooting and now gets a good play from its membership on week-ends. The sport has been growing for a couple of years and this winter has as many addicts throughout the year as any other activity. Permission is granted by the harbor commission to shoot out over the Detroit River while navigation is closed.

+ + +

Ice yachtsmen had a discouraging season up to the middle of February. With the ice usually breaking up by mid-March, the 1936 season will probably go down as a short one. Races sailed early in January set Norman Sarns down as the leader in the 15-Square-Metre Class, the most popular fleet on Lake St. Clair, while Joe Snay sailed his Class A (350 sq. ft.) *Gossoon II* out in front for the races in that class. Harold Kelly had the edge on the 15-Metre Class at Cass Lake.

Joe Lodge, Grosse Pointe exponent of sailing the big ice yachts, was all set for an invasion of the Wisconsin courses this winter with his *Deuce II*, but a broken mast in January forced the cancellation of his plans for another year. Lodge won the Hearst International Trophy at Madison in 1928 but lost it the following year to Douglas Van Dyke, of Milwaukee. Ever since, he has hoped to regain it. Two years ago he started developing a new craft of the Master Class (450 sq. ft.) and felt that he was ready this year until rough ice shattered his only mast. It was then too late in the season to have it replaced.

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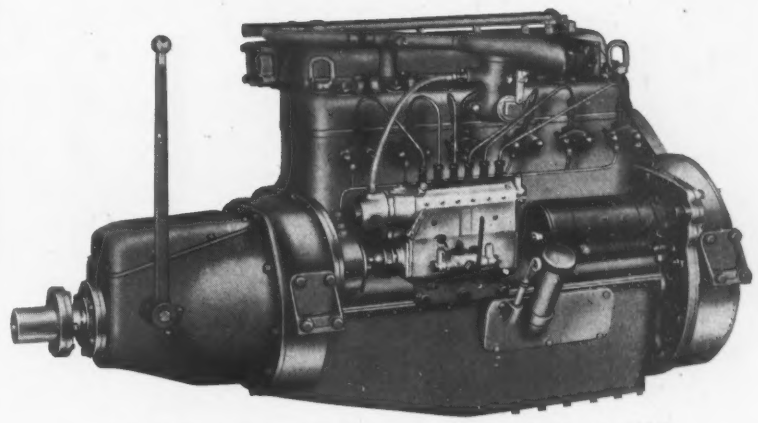

The new Kermath 6-288 Diesel, the smallest 6 cylinder Marine Diesel produced, develops 82 horsepower and weighs but 1225 pounds.

the new KERMATH DIESELS carry permanent metal instruction plates specifying

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As builders of marine motors ranging from 8 to 450 horsepower and from two to twelve cylinders, Kermath's experience proves that Duplex is the one safe oil for the dependable lubrication of any type of marine engine.

Kermath knows, as does every Duplex user, that Duplex eliminates carbon, fouled plugs and other troubles occasioned by faulty lubrication. It holds pressure, gives more speed and power, banishes engine breakdowns and excessive repairs. For economical, trouble-free boating, it belongs in your boat.

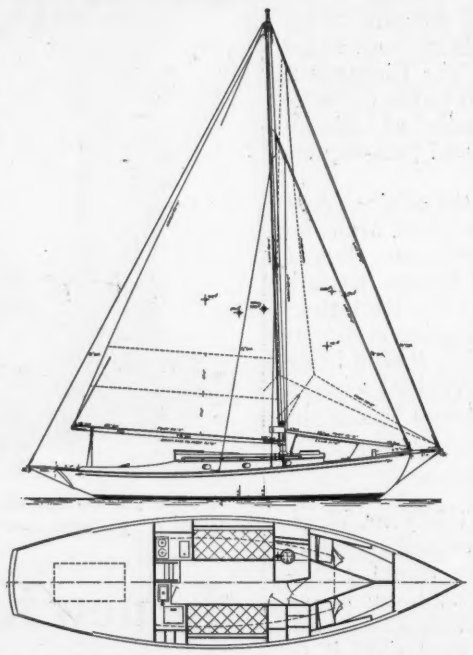
And remember, Duplex costs no more per quart than other oils which cannot serve you nearly as well.

FREE! *Write for your copy of "Once in a Blue Moon" which gives many new and unusual facts concerning the operation and lubrication of your boat.*

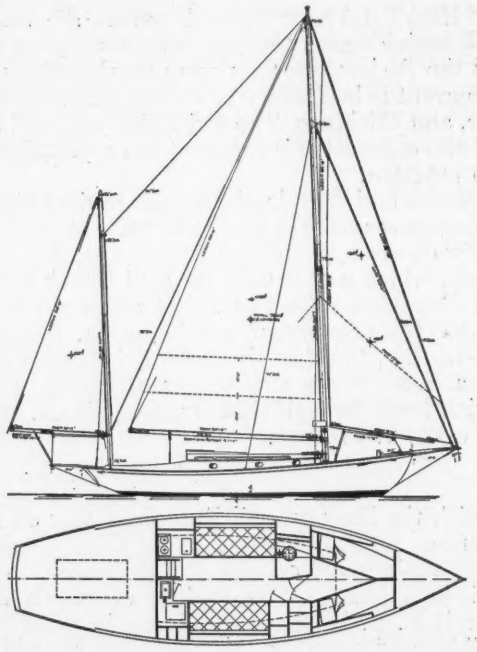
ENTERPRISE OIL CO., INC., *Established 1884*
158 CHANDLER ST., BUFFALO, NEW YORK

These NEW ALDEN CRUISERS *Are Going Fast*

SLOOP 30′ 9″ OA 23′ WL 9′ 8″ Beam
Auxiliary 5′ Draft 5′ 9″ Headroom



CUTTER 35′ 10″ OA 27′ 10″ WL 10′ 5″ Beam
Auxiliary 5′ 3″ Draft 6′ 1″ Headroom



YAWL 35′ 10″ OA 27′ 10″ WL 10′ 5″ Beam
Auxiliary 5′ 3″ Draft 6′ 1″ Headroom

Call or write us today if you want to be sure of getting one of these new cruisers for the opening of the season. We are building just a few of each model, and after these are gone duplicates can be obtained only on special order — which will mean delay and, possibly, an increased price. All three cruisers are designed by Alden — built by well known builders — equipped with the best equipment.

JOHN G. ALDEN
131 STATE STREET BOSTON, MASS.

The Riverside Boat Works, of Detroit, is sponsoring the Comet Class at Detroit and enough boats have already been sold to assure a class in the opening regatta of the Detroit Y. C. on Memorial Day. Other builders have shown an interest in the class which should add momentum to the promotion. Competition is also assured at the Inter-Lake Yachting Association regatta at Put-In-Bay, as Sandusky, Ohio, has several of the type. These should afford some good inter-city competition with the Detroit fleet.

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Many local sailing and cruising fans were disappointed on February 1st when they were unable to get seats at the Bayview Yacht Club to hear Rod Stephens tell of the race to Norway and the cruise down to Cowes. Rod's talk and pictures got a great ovation and the only regret comes from the fact that seating facilities were inadequate.

Stephens, bareheaded as usual, went ice yachting as part of his entertainment while in Detroit, but his introduction to high speed under sail in the recent cold spell taught him that good headgear is an important part of the equipment. Russ Pouliot fortunately foresaw the outcome and brought along enough Arctic clothing for the visitor and the second trip out on the lake was more successful. Rod took a turn at the "15's" and soon had them under control like a veteran.

Sound Waves

By LEE SCUPPERS

THE New York Yacht Club committee charged with the responsibility for creating, organizing and selling the new Cruising Rule one-design auxiliary class is still trying to figure out how it all happened. Early in January, when members of the committee selected the design submitted by Sparkman & Stephens, Inc., they felt that if they could dig up six or eight yachtsmen willing and able to spend $11,000 at this time for a 45-foot over all racing-cruising cutter, they would be doing very well indeed. Imagine their astonishment when, less than a month later, they found it necessary to set an arbitrary limit of twenty on class membership, and turn down half a dozen additional applications. Whatever became of this thing we used to call Depression?

Not since away back in 1905 when Herreshoff built the gaff-headed 30-footers, some of which are still racing on the Sound, has there been such enthusiasm for a one-design class within the New York Yacht Club. Designed for coastwise racing as well as offshore cruising, the new boats will make a splendid addition to the Club's fleet, and have attracted as owners a wide variety of yachtsmen, almost every one of whom has considerable reputation as a racing or cruising skipper, or both.

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Two Great South Bay yachtsmen, inspired by the success Duncan Arnold has had with the Marconi conversion of an old gaff-rigged Islip one-design knockabout, have decided to modernize similar hulls and go after his laurels this summer. For two seasons Arnold's *Querida*, with her up-to-date fittings and tall, narrow sail plan, has been cleaning up boats in the bay's Class R, besides winning major fixtures sailed on time allowance.

So, two more of the Gardner-designed keel and centerboard Islips are coming off the beach in brand new dress. Frank Weeks, the Patchogue boatbuilder, has rescued *Virginia IV* from a premature grave and is rebuilding her at his yard. He plans to race her himself and see if he can repeat the success Joe Lawrence had with her in her last active season, 1925. The other rejuvenation will bring Robinson Symes' *Kedar* out of retirement. She is being put into shape, after four years on the beach, at Newey's yard, Moriches.

The G.S.B.Y.R.A. will now have to find a spot for this trio on the racing schedule for, if all three of them are tossed into the association's Class R, the men who have been sailing in *Querida's* wake for two seasons are likely to become just a little fed up.

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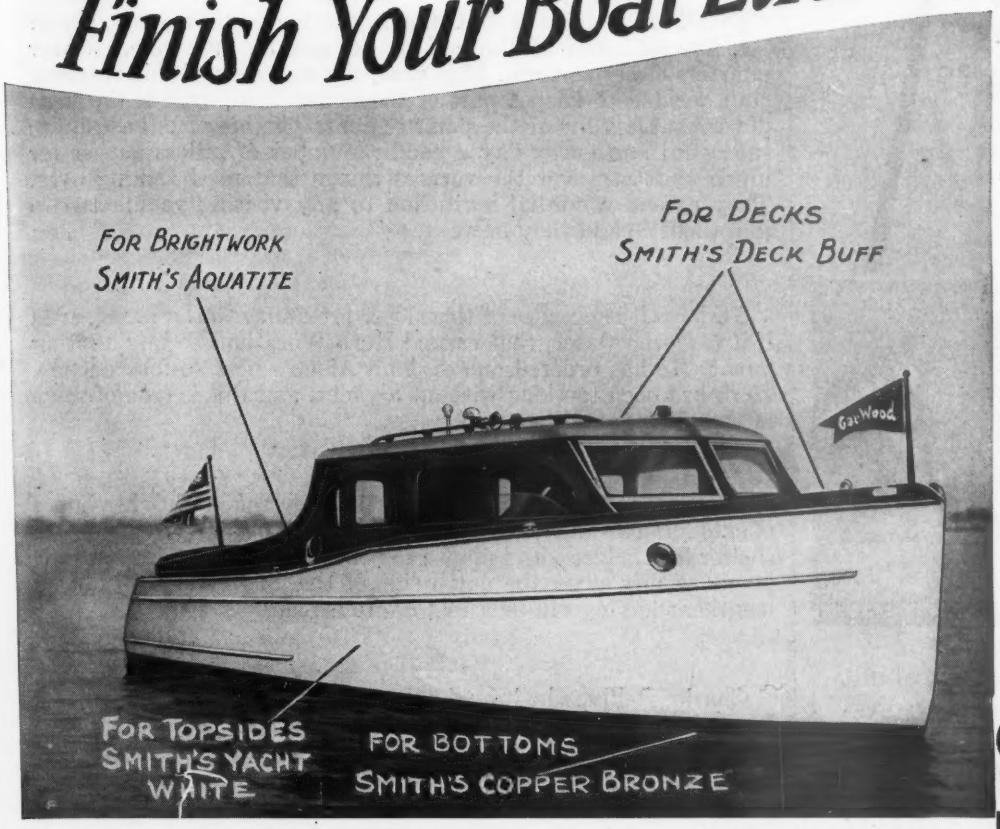
The Eight-Metres, once a fine class on the Sound, are rapidly becoming extinct in these waters. Two more have gone to join the rapidly growing fleet of the Gibson Island Yacht Squadron, on the

Finish Your Boat Like Gar Wood Does!



SIGNIFICANT indeed is the fact that Gar Wood, who possesses "the greatest name in motor boating" should specify SMITH "CUP-DEFENDER" FINISHES, which since 1827 have possessed the reputation for having the greatest name of all marine paints and varnishes.

Regardless of her type, your boat can be outstanding for the same sleek beauty and durability of finish that characterizes all Gar Wood Boats — runabouts, cruisers and even the champion "Miss America" herself. Your dealer or yard can supply a Smith paint, enamel or varnish for every finishing requirement on your boat — for bottoms, boot tops, topsides, decks, brightwork and interiors. Write for the new Smith color-card. Without obligation, the Smith Boatman's Service Department will be glad to advise you on any painting problem.

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Chesapeake. *Priscilla*, Johnston de Forest's famous campaigner, a former Y.R.A. champion and Ladies' Plate winner, has been sold to Commodore Donald H. Sherwood of Gibson Island. *Valkyrie*, one of the one-design "Eights" raced the last two seasons by Douglas Kitchel of Riverside, is now owned by C. B. Mitchell of the Gibson Island fleet. The sales were negotiated through the offices of Cox & Stevens.

Gibson Island now has a grand fleet of yachts of that size and type. *Loke*, a one-design "Eight," went down there several years ago and later was joined by the three Norwegian-built open "Eights" that once raced on the Sound, *Rangoon*, *Sunny* and *Psyche*. There are also two 26-rater "Q" boats in that territory.

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Jasper Morgan's interesting little wishbone cutter, *Kidney Bean*, has gone to the Virgin Islands where she will be used for cruising by Weld Stevens, of Greenwich, Conn. He wanted a motor sailer that could move to windward. *Kidney Bean* can.

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The Interclub Class has picked the team it will send to Hamilton late this month for the annual match with the Royal Bermuda Yacht Club one-designs. There will be four boats, *Nancy*, Donald G. Millar; *Ariel*, C. B. Stuart; *Alberta*, Lawrence Marx, and *Aileen*, Cornelius Shields. Incidentally, the Interclubbers are happy over the fact that Mrs. Fred Hibberd (the former Lorna Whittelsey) has bought Emil Mosbacher's *Susan* and will race No. 13 this summer. Mosbacher is still in the class, having taken over Roy Manny's *Bozo*. There is a strong possibility that Paul Shields, recently devoted to Six-Metres, and Drake Sparkman, who used to sail *Poppy*, will be back in the class. Prospective newcomers are Frank Campbell and Egbert Moxham, Jr., the dinghy experts. The Interclubs, it seems, are still getting the top-notch small boat skippers on the western end of the Sound.

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The Prince of Wales Trophy series for Six-Metres in Bermuda next month ought to be the biggest and best yet. Four American boats are going down to Hamilton for this annual fixture and a team race with the "Sixes," flying the R.B.Y.C. pennant. The United States entries will be *Challenge*, Paul Shields; *Cherokee*, Chandler Hovey; *Bob-Kat II*, just bought from Bob Meyer by John S. Lawrence, and *Lucie*, which Briggs Cunningham is bringing out of retirement. The Bermudians will present the three 1930 boats that have done so well year in and year out, *Sea Venture*, *Achilles*, and *Viking*, and the new boat, *Saga*, turned out for the brothers Trimingham by Bj. Aas, in Norway. The "Sixes" will start their racing as soon as the Interclubs have finished.

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Philip L. Rhodes, associated with Cox & Stevens, is a busy man over his designing board these days. He has no less than thirteen jobs ready for, or in the process of construction. Perhaps the most interesting of them is a 53-foot over all cutter being built by Jacobson and Peterson in Brooklyn for a blue water sailor from the Manhasset Bay Yacht Club, who intends to enter the Bermuda Race. The boat will be 53 feet on deck, 38 feet 9 inches on the water, 12½ feet in beam and 7½ feet in draft.

Rhodes has lined up a duplicate of the cutter *Narwhal*, with a ketch rig, for Herman E. Offhouse, of Washington, D. C., and for another Capital yachtsman, L. Corrin Strong, he is turning out a 46-foot cutter designed with the Chesapeake Bay cruising races in mind. She is being built by Davis, at Solomon's, Md.

Elihu Root, Jr., who liked the little *Jingle Shell* of a few years ago, is having Rhodes draw up a 37-footer that will be a development of the earlier boat. She will be a sloop-rigged auxiliary arranged for single handling and simple in interior layout.

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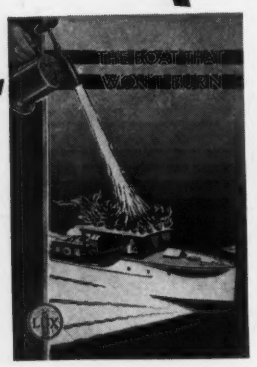
The North Hempstead Yacht Club, on Manhasset Bay, has been reorganized under state charter and henceforth will be known as the Sands Point Yacht Club. Martin J. Porter is the Commodore. . . . Horace Havemeyer, who divided his time last summer between racing the Twelve-Metre *Mouette* on the Sound and the Star *Vim* on Great South Bay, is building a new Star. . . . The United States Power Squadrons gave Harry Jackson, the N.Y.A.C. shellback, a set of silver mounted parallel rules in recognition of 20 years of meritorious service to the organization.

SURE PROTECTION AGAINST FIRE costs much less than you think



LET'S get right down to the facts. Most of you yachtsmen know about LUX Systems for fire protection. You know that LUX carbon-dioxide snow-and-gas snuffs out boat fires in about 3 seconds. You know that there are two systems — the *self-acting* LUX-O-MATIC System and the LUX System, manually controlled.

However, we recently discovered that there are two things most people *don't* know: *One* . . . that LUX Systems are *not expensive. Two* . . . that LUX is not restricted to big boats. It is sensible equipment for small cruisers and runabouts. We suggest you check these reasonable prices.

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A.C.F.	30-ft. Cruiser	$60.00*
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*** Installation made by LUX representative at additional cost of $25. In other cases installation was done by boatyard or owner. Directions are simple.**

At these prices nearly every boat owner can afford LUX. When you think of it in terms of lives and property, you really *can't afford to be without LUX.*

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Send for the booklet — "The Boat That Won't Burn."

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LUX-O-MATIC FIRE LUX Systems

for all sizes of runabouts, cruisers, and yachts

Great Lakes Breezes

By R. A. HAYNIE

THE Milwaukee Yacht Club has, for the past few years, closed its clubhouse at the end of the season, and taken winter quarters closer to town. This year, the members of this seagoing club decided to keep a part of the house open, even if the view did resemble a bit of the polar regions. The idea has been quite successful and every day a goodly number of sailors gather for lunch and talk over the various things that need talking over. They extend a cordial invitation to any visiting yachtsman to join them — and they mean it.

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Perhaps it is because of this closer proximity to the water, even if it is frozen water, that caused Herb Wuesthoff to buy another yacht. He has ordered one of John Alden's new 36-foot cutters. Herb has been too long without a yacht, and this is true of some of the others at Milwaukee.

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According to scuttle butt gossip, the Milwaukee Club has hopes of extending its anchorage to the northward so as to provide better shelter for the fleet, and plans are being made to provide slips for power yachts along the north side of the dock, which would be lengthened. This will be a real improvement.

\+ + +

Charles Reilly, who brought *Suez II* to Milwaukee last fall, has been giving the good ship a thorough overhaul this winter, and has ordered a complete outfit of sails in preparation for some real racing this summer. Reilly, who sailed in one of the square-rigger grain ship races, showed motion pictures of his voyage at Chicago recently. They were exceptionally interesting.

\+ + +

Additions are being made to the growing fleet at the South Shore Yacht Club, too. Art Skelding has bought the Class Q yacht *Spider* and is fitting her out with a jib-headed rig. There is a possibility of another "Q" being brought in which will give Herman Karnstedt some real competition for *Hope.*

And Alex Detlaff is equipping *Stormy Petrel* with a jib-headed rig, with the idea of gunning for the Seymer brothers, who walked off with most of the bacon last year.

Charles Elsby recently purchased that trim little schooner *Blue Moon* and she, too, will be flying the burgee of South Shore in the races this year.

\+ + +

The annual Lake Michigan Yachting Association Regatta will be held this year at Racine. The Chicago Yacht Club will again sail its races to Milwaukee for the George O. Clinch and Dreadnaught Trophies, the races starting on Friday evening, July 3rd. Barring the wind conditions that the fleet enjoyed (?) last year, this should bring the yachts into Milwaukee the following morning and give them ample time to enjoy the Milwaukee Yacht Club's famed hospitality. Leaving the next morning, the fleet could make the short run to Racine for the L. M. Y. A. Regatta which would be sailed on the afternoon of Sunday, July 5th. This should give the Chicago yachts time to get back to their chains Monday morning.

\+ + +

More harbors! This time it is Gary, Indiana. The Municipal Park Board, recognizing the public demand for yachting facilities, has requested permission from the War Department to build a fifty-acre yacht harbor. Indications are that it will be acted upon favorably.

Chicago, too, is continuing mindful of the growth of yachting and is doing much to promote the sport. The City Council has agreed to provide a public dock and boat landing just south of Navy Pier. The dock will be equipped with a derrick so that yachtsmen may unstep their spars before going up the river to the boat yards. This is with the idea of reducing the bridge openings to a minimum.

The city will have a man on hand to operate the derrick, and it is hoped that yachtsmen will coöperate. Strange as it may seem,

it will be the first time that Chicago has had a public dock for yachts.

+ + +

The L.M.Y.A. will again send a crew East to compete in the Sears Cup races. The date of the races for selection of a crew will be announced later.

+ + +

"Dave" Zimmerman, of the Columbia Yacht Club, was elected Commodore of the Association at its annual meeting. While the new commodore is known as a power yachtsman, there are few men more keenly interested in sailing and, with his enthusiasm and willingness to promote all phases of yachting activity, the Association's affairs are in good hands.

Bob Benedict of the Jackson Park and Chicago Yacht Clubs, was reëlected Vice Commodore of the Sail Yacht Squadron, and George Schaeffer of the South Shore Power Boat Club (Chicago), was elected Vice Commodore of the Power Yacht Squadron. The Squadron could not have a better man.

+ + +

Comet Class News

THE Comet Class Yacht Racing Association held its third annual meeting on January 24th, during the Motor Boat Show, at the Hotel Montclair. A large gathering represented many fleets, including Washington, D. C.; Stone Harbor, N. J.; Central New York Yacht Racing Ass'n; Raritan Bay and Barnegat Bay, in New Jersey, and Chesapeake Bay.

+ + +

As a result of the final adoption of a revised constitution and by-laws, each member of the Association is assured of a well rounded and balanced organization. Important among the revised articles are:

A. A Comet sailing in any sanctioned regatta must be skippered by the owner, a member of the Association, or, in the case of the owner being out of town or ill, by an associate member.

B. A Comet sailing in any sanctioned event must be registered and have a measurement certificate.

C. Any Comet regatta bringing together more than one fleet, or any special regatta or open regatta, must be sanctioned by the regional vice president or the executive officer governing that district.

+ + +

The officers elected for 1936 at the annual meeting are:
President, Dr. John Eiman, Philadelphia.
Executive Vice Pres., Geo. D. Emmons, Jr., Raritan Bay, N. J.
Secretary, John H. Frye, Room 2106, 195 Broadway, New York City.
Treasurer, Dr. Wilbur Haines, Philadelphia.
Official Measurer, Clayton E. Jenkins, Philadelphia.
Chairman, Executive Committee, Herbert L. Stone, New York City.

+ + +

Of great interest to all members this year is the publication of the 1936 Comet yearbook. This will contain the revised constitution, by-laws and, in addition, the Racing Rules of the North American Yacht Racing Union.

+ + +

Mr. W. T. Sampson Smith, president of the Central N.Y.Y.R.A., has been appointed regional vice president covering Comet activities of Central and Northern New York State.

+ + +

At the annual meeting of the Candlewood Lake Y.R.A., held at the Hotel Montclair during the Motor Boat Show, the Comet came in for considerable discussion, and a fleet of about twelve boats is being formed under the able direction of Mr. McDougal, of Danbury, Conn.

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★F.P.V. (*First pigs of Virginia*)

AMBER BRAND
Deviled
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American Pilot Boats

(*Continued from page 55*)

built in 1853; her model is in the Watercraft Collection in the U. S. National Museum, Washington, D. C. The lines do not give a really accurate impression of the beauty of form that is apparent in the model, as is so often the case. This beautiful schooner had black topsides and green underbody, with her billet, headrails and trailboards picked out with gold leaf. Compared to Lawlor's later pilot boats, the *Dancing Feather* was rather shoal but she was considered a fine sea boat; her motion was very easy in heavy weather.

The importance of easy motion is appreciated by yachtsmen who have had the misfortune to be caught out in an uneasy yacht. Pilots attached a great deal of importance to this quality for they had to live on their vessels for long periods and an uneasy vessel would have exhausted them to such an extent that their efficiency would have been impaired. Hence a schooner that did not possess this quality was soon disposed of.

The *Dancing Feather* had the clipper bow that had become popular in contemporary fishing schooners of the "Sharpshooter" class, which undoubtedly added much to her beauty. The clipper bow was more in favor with the Boston pilots than at New York, probably because of the tradition started by the old *Coquette*. Throughout the last portion of the nineteenth century there were clipper-bowed pilot schooners in use around Boston, though the utilitarian straight stem so characteristic of the New York boats was generally most common. The round stern seen in the plan of the *Dancing Feather* seems to have been an importation from New York and enjoyed only a short popularity around Boston. The trunk cabin seen in the plan was used in a number of the smaller Boston boats; the larger boats had flush decks, broken only by companionways and skylights. The rig of the schooners of the *Dancing Feather* type was similar to that of the "clipper" fishing schooner — fore and main topmasts fidded, and jibboom.

The list of pilot schooners designed by Lawlor during his long career is not available at present. There is a good selection of his designs in the six half-models in the Watercraft Collection, including the *Edwin Forrest*, 1865; *Florence*, 1867; the sisters *Phantom* and *Pet*, 1868; *Lillie*, 1876; and the great *Hesper*, built in 1884. Another of his designs was the *D. J. Lawlor*, but her model has not been found. All of the models in the Watercraft Collection represent fast schooners, the *Forrest*, *Lillie* and *Hesper* having the greatest reputations, perhaps. All were straight-stemmers. The *Lillie* was considered the handsomest of the Boston pilot schooners in her time. She had a graceful sheer and a well proportioned rig. The V-shaped transom was used in these schooners in place of the round stern seen in the earlier *Dancing Feather*.

Lawlor's pilot boats, from 1865 on, had sharp, hollow bows and short, though well-formed, runs; the quarter beam buttocks were usually quite straight aft. Lawlor also employed hollow garboards in most of his designs, usually using very rising floors. Though he retained the drag of the earlier boats, his schooners generally had upright sternposts combined with a rockered stem. There is a slight similarity between his designs and those of Steers, though Lawlor's vessels showed much less rocker on the keel. One characteristic of the Lawlor models is their very thin deadwood at the heel of the sternpost, resulting from their extraordinarily fine water lines aft.

The lines of the best known of all of Lawlor's pilot schooners is shown in Figure 3. This is the *Hesper*, whose speed and weatherliness were phenomenal. The proudest boast of any fisherman or schooner of her time was that she once "beat the *Hesper*." This was often a matter of an active imagination rather than of fact, for some of the "races" were run off when the crew of the *Hesper* were wholly unaware of the fact that there was a race. Properly handled, the *Hesper* would work to windward better than any of her contemporaries and in a blow she was almost unbeatable.

This pilot schooner was built in 1884 and was a departure from Lawlor's earlier practice. She was much deeper than any of his other schooners, in proportion to beam, and was rather narrow. When she was building, some of the pilots were rather skeptical as to her stability because of these features in her design. To some extent, their skepticism was well founded for the *Hesper* was found to require a little outside ballast, a method of gaining stability that was not regarded with much enthusiasm by the pilots. However, the *Hesper* was so smart a sailer and so able that this fault was forgiven her; for years she was the pride of the Boston pilots.

The *Hesper* was one of the largest schooners that had been built for the pilot service at Boston, measuring about 102′ over all and 23′ beam. Most of the earlier schooners were under 80′ over all. The *Hesper* differed from most of her contemporaries in having a raised quarter deck, though her rail was flush. She was not a particularly handsome vessel, judging by photographs, for she had a high, bold bow which gave her an appearance of great

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power rather than grace. When she first came out, the *Hesper* had the old-fashioned jibboom but this was replaced with a spike bowsprit shortly after her launch. Photographs of the *Hesper* in dry dock show her to have had much of the appearance of the contemporary English cutter yachts, at least so far as her forebody was concerned. It is quite probable that Lawlor was influenced by the cutter, for it will be remembered that the controversy between the "cutter cranks" and supporters of the "skimming dishes" was then at its height. Boston leaned toward the side of the "cutter cranks" and Lawlor was keenly interested in the matter; he was an advocate of the keel type, it is said.

It was the race against the *Hesper* that made the reputation of the Burgess-designed fisherman *Carrie E. Phillips*. The *Hesper* was beaten by the *Phillips* in a strong breeze, with the result that the latter won tremendous fame locally. Moreover, I have been told by yachtsmen who saw this famous race that the pilots did not do justice to the *Hesper*. It seems that the pilots had a balloon jib of which they were inordinately proud; this they tried to carry to windward in the race, with the result that their great schooner sagged off to leeward. Many expert onlookers were of the opinion that had the *Hesper* been properly handled she would have won, though the result would have been a very close race. It must be remembered that the *Hesper* often suffered, during these test races, by having to sail under her working rig while her opponent was generally a new vessel with a new set of sails and carefully tuned up.

The rivalry between the pilot schooners ran very high, and pilots on each vessel were fanatical supporters of their vessel. The *Hesper* had a large "gravy-boat" in her mess service and this was known by the pilot number of her greatest rival, to the great annoyance of the pilots in that schooner. Because of the pride of her pilots, the *Hesper* was sailed very hard, day in and day out, with the result that she is remembered as having been a "workhouse" by many of the pilots who were apprentices in her.

None of the schooners built after the *Hesper* achieved anything like her reputation, though the *America* came nearest to it. The *America* was designed by Thomas F. McManus who is best known for his fishermen. She was built in 1896–97 by Bishop at Gloucester, to the order of Captain James Reid, a well-known Boston pilot. Captain Reid had commanded the yacht *America* during the latter part of that famous vessel's career and he named the new pilot boat in her honor. The *America* was quite different from the *Hesper*, as may be seen by the former's lines, shown in Figure 4. In many respects, the *America* was much like McManus' fishermen, having the "Indian Head" and the rather round midship section. The new schooner had a long run, but it was slightly fuller than in McManus' later schooners. The small transom was a distinct departure from previous practice and the fullness of the *America's* quarter beam buttock may be traced to this feature, at least to some extent.

The *America* succeeded the *Hesper* as the Boston "trial horse" and in this capacity sailed against most of the Boston fishing fleet. After many years of service, she was finally sold as a yacht. Throughout her career as a pilot boat, the *America* proved herself to be not only fast but a most comfortable sea boat. Like most of McManus' schooners, the *America* had all her ballast inside.

Following the success of the fisherman *Carrie E. Phillips*, the pilots had some schooners designed by Edward Burgess, of which the *Adams*, named for the Essex shipbuilder who laid her down, is the best known. This schooner was a very able boat but never developed much speed, probably because she had a very full run. If there was any severe criticism of either Lawlor's or Burgess' pilot boats, it was the tendency to get the center of buoyancy too far aft. It must be added, however, that this was due largely to the trend of "scientific" yacht design at the time these designers were active. The fullness in the runs of many of the schooners of the '70's and '80's, both yachts and commercial craft, can be traced to the over-enthusiastic acceptance of the pseudo-scientific "wave-line theory" by the leading designers of the period. After the great work of the English yacht designer, Dixon Kemp, became available to designers in this country, it is noticeable that there was a reversion to the better formed runs of earlier times, following Kemp's investigations of the quarter beam buttock. Incidentally, Kemp's theory is carried out in the design of the *Hesper*.

There was one other designer of Boston pilot schooners who was very successful. He was Captain Martin, a Boston pilot, who modeled the schooners *Columbia*, *George Warren*, *Louise* and *Liberty*. It was the handsome *Columbia* that lay on Scituate Beach, near the old lighthouse, for so many years. She was embayed during the famous "Portland Breeze" and came ashore there during the height of the storm, all hands being lost. For years she was a landmark, resting on her side, in a good state of preservation; when the new concrete breakwater was built a few years ago, the wreck was removed. The *Columbia* had a handsome clipper bow and was one of the many Boston pilot schooners built by Bishop, at Gloucester.

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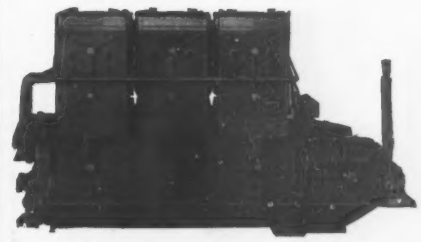

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Though steam pilot boats have not been employed at Boston, the old sailing vessels have partially disappeared. The last of the old boats is the *Liberty*, recently condemned. A number of yachts have been purchased by the pilots, though this practice is not a recent one, as is evidenced by the case of the *Coquette*. Among the yachts that became Boston pilot boats, the *Tarolinta* and *Fleur de Lys* are best known, though neither was particularly fast. The latter had been a centerboarder, but it is believed that the board was removed when she became a pilot boat. The only Boston pilot boat that was built with a centerboard, and designed for this particular business, was the Burgess-designed *Varuna*. It was hoped that the use of a centerboard would produce a fast vessel, but in this case the pilots seem to have been disappointed for the experiment was never repeated. So far as can be learned, most of the centerboard pilot schooners were built for southern ports.

A large number of Boston pilot schooners were built for other ports; some went to China in the '40's, and more recently one or two went to the West Coast. The day of the sailing pilot boat is now over, however, for the few that are left in service have their rigs so cut down that they are but "motor sailers," with the emphasis on "motor." The types of boats used in the past are of interest, at this time, for they offer suggestions for an excellent type of seagoing auxiliary cruiser. If reports are to be relied upon, some of our modern ocean racers are far less comfortable than these old schooners, so perhaps something can still be learned from them.

Maiden Voyage—Winter Style

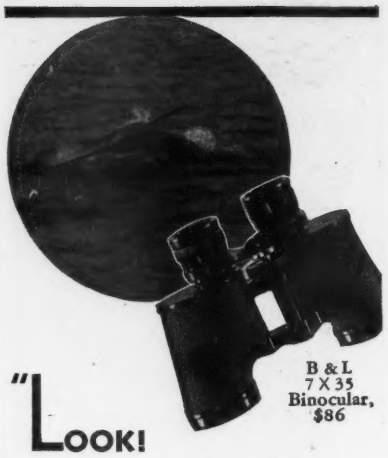
(*Continued from page 39*)

seemed to be pneumatic cushions under her keel. We hung on and peered into the distance for Brenton Reef. Skipper was improving on the compass a bit. After all, it was as new and untried as we and that dark devil, deviation, might be lurking about. On and on, but no lightship; surely that was Point Judith ahead? "Cap" came up from toasting his toes in the after cabin and calmly pointed out the little ship, just abeam but five miles inshore. Maybe the compass was right! On the crest of rollers that might have troubled the *Europa* but were much too big for the *Black Penny* to trifle with, we waved to an old coasting schooner beating out toward Block Island. Five days later we saw her pass Execution.

Hot lunch chased away the shivers and our spirits soared. The worst was definitely over. The Sound could offer no terrors. Our beautiful *Black Penny* — and she is a snappy-looking craft — had proved herself in weather worse than any summer thunder squall could bring. We knew our motors would start despite the cold, and run cool and smoothly. One warm stuffing box had been our only care, and it was a minor one. The afternoon sun shone on snow-covered Watch Hill. Its fading light just saw us past Fishers Island and its perplexing maze of buoys. Five o'clock found us safely tied up by the New London station. There was plenty of ice in the streets, but the stars were bright and the wind was piping.

I suspect that whoever wrote that line about the last laugh must have been a sailor. Half an hour out of New London it almost seemed that we had cheered too soon. A fresh wind slapped the spray in our faces and did nothing to increase the visibility, which was never more than a mile. A strong head tide across the shoals at the mouth of the Connecticut was beastly. But it was today or an anticlimax. Choosing a longer but milder course closer to the shore, we plugged along. With no sun, no company but a lonely tow and an oyster boat, it was a long, cheerless day. But surely and steadily she ran. At three o'clock we began to strain our eyes. "Cap" has seen his threescore years and ten and more boats than he can count, yet he caught the spirit too. Finally a shadow rose ahead and, dead on the nose, exactly on schedule, Execution came abeam at 4:30 — twenty-four running hours out of Boston. We had made it just in time. The gathering darkness shrouded the ghostly shapes of mere summer yachts on City Island. No flags greeted us; there was no float to tie up to, but we lassoed the dock and made her fast, safe and sound. Fingers were stiff and toes numb, our faces as covered with salt as the mahogany.

Perhaps we had not come very far; still, we had worked hard. Certainly, it was a far cry from the sunburned deck we had drawn on that piece of paper. But she was a swell boat, and a helluva lot of fun!



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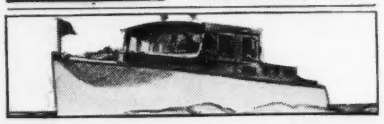

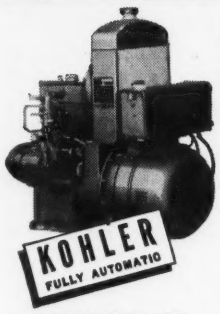

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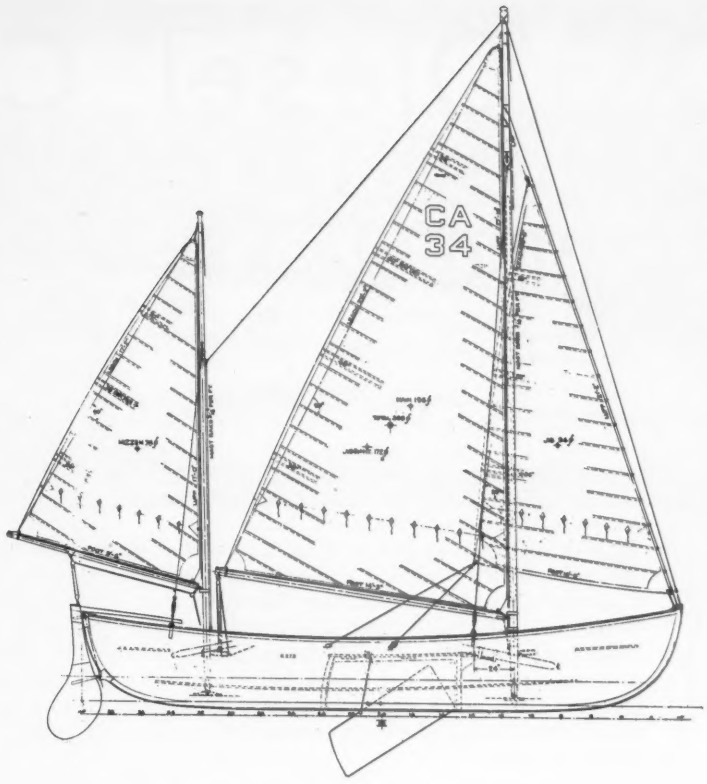

The new Navy whaler carries a modern rig

Small Boat Sailing in the Navy

(*Continued from page 51*)

leeway had to be nicely balanced against headway. To win or, at times, even to finish before dark, was a triumph such as the jockey might well feel had he ridden successfully in a steeplechase for truck horses. It was an acid test of seamanship, but one which the yachtsman would scarcely care to repeat for the sheer pleasure of the sport itself.

Even more than the whaleboat and motor launch races, the free-for-all aroused great interest. Weeks in advance, the fleet anchorage saw rigs of startling design and towering proportions. Square topsails, ringtails and skysails, all the triumphs of the old time rigger's art, were imposed on hulls which no conceivable spread of canvas could urge even down wind at more than five or six knots. In recent years the light, narrow, rowing race boat, fitted with a high, jib-headed rig, came to replace these amusing creations of sailmakers who still thought in terms of the square-rigged *Hartford*. With her crew lying out on hiking boards, the race boat would come boiling down on a reach, only to miss stays or to fall off badly to leeward when flattened down for the all important windward leg. The Navy might have "gone jib-headed," but something besides sails was needed for real sailing.

In the spring of 1934, inside the breakwaters at the Atlantic side of the Canal, four of the new type whaleboats and one converted old type were present. In a series of trial races, they fully proved their worth. Few yachtsmen have experienced more interesting contests. To tune up a rig which an hour before was securely stowed away aboard ship is itself no small problem. To race an open boat whose stability and trim depend largely upon placing the crew and ballast correctly, to get the full effect of the puffs and yet avoid taking water to leeward, all this requires a touch comparable to that called for in handling a delicate Star boat. The new whaler is fast and sensitive. Maneuvering for the crowded start, the close turn, the starboard tack, and the covering position — all these racing tactics are possible, and beyond them there is the ever present problem of an open, ballasted boat where even a slight shift of weights can change defeat into victory. In fact, the Service now has its own peculiar and excellent racing type. Those who in the future become really proficient in Navy sailing will fully deserve the title of "sailor," even from the champions of the smartest yacht club.

All larger naval vessels will soon be supplied with a new design whaleboat or will be permitted to convert their old type to carry the same rig, centerboard and rudder. In years to come, these converted boats will be replaced by the new design. Small boat racing under sail now holds its place as a fleet sport.

The current Battleship Athletic Schedule lists eighteen races for the new and converted whaleboats. Except for the "selected crew" race, where the most skilled yachts-

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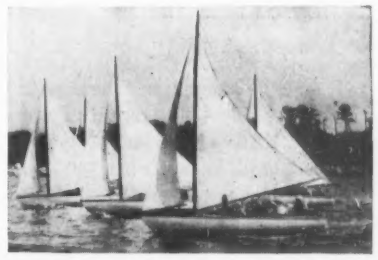

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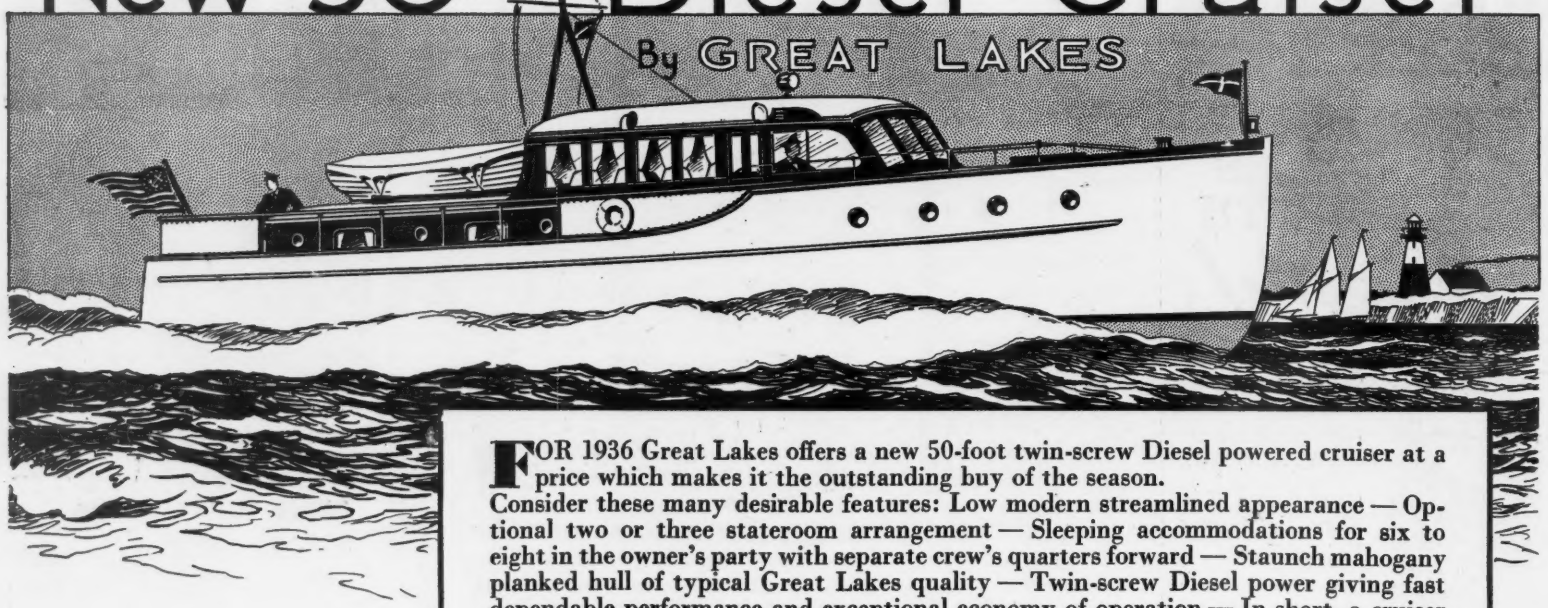

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men will defend their ship's sailing honors, different crews will sail each race. The Junior Officers' Mess, the Warrant Officers, the Chief Petty Officers, the various deck divisions, marines, radio and signalmen, even the so-called "below deck ratings of pallor" — all will be given their chance to become yachtsmen for at least one afternoon. Unfortunately, the limited time and the limited number of boats prevent their racing against different ratings from their own or other ships. The results would probably be unexpected and amusing. Years ago, in Guantanamo Bay, a Chaplain, with his yeoman handling the main sheet and four enginemen hanging over the weather rail, fought out a close finish against a Chief Musician with a bandsman crew, while boatswain's mates and seamen trailed in astern. Small boat sailing is, after all, a sport, proficiency in which is vouchsafed to no special calling. Kings, barbers, bankers, diplomats, even girls of fourteen with their hair streaming out to leeward, have, by instinct or by practice, attained that feel for the small boat which is so like the horseman's bridle hand. In its many and varied branches, there have always been sailors, even in the Navy!

In these days of expanding fleets and keen competition in fighting ship design, it may still be a source of pride that our Service now carries as one of its regular boats a sailing craft smarter than any borne in foreign ships. Trivial perhaps in comparison with the race for ever newer and mightier weapons, there is still a satisfaction in proper sails born of a tradition as old as the sea itself. With all the pressing activities of the fleet, with all its intricate technique, time is still found for that most excellent of seamen's recreations, small boat sailing. Here is a sport which in improved form now hangs at our own davit heads, whose playing fields are the harbors of the world. In years to come, young officers, heirs of an old heritage, will sail these new Navy whaleboats in familiar home anchorages and in strange tropical lagoons where the waters are turquoise blue and always the surf breaks white along the coral barriers. For these hours so close to the world of waters they have chosen as their home, no less than for the silent, tense moments in crowded turrets where they wait the opening crash of great guns in salvo, these Navy men will feel themselves a cult apart and, forsaking all else, they will rejoice that they are sailors.

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The opinions and assertions contained in this article are the private ones of the writer and are not to be construed as official or as reflecting the views of the Navy Department or the naval service at large.

How to Make a Wishbone Boom

(*Continued from page 67*)

make it work easily, and the ends were cut off, smoothed up and well painted. Two bolts through the rectangular mast hold these sockets securely. The two gooseneck pins were turned out of an old piece of shafting, each made with an eye at one end and with the shank the proper diameter to fit the bronze bushing in the socket. Two flat strips of brass were bent to fit the end of each boom member on each side and bolted together through the member. These strips extend beyond the member so that a bolt through the strips passes through the eye in the gooseneck pin. These two goosenecks cost only a few cents, are neat in appearance, and work most satisfactorily.

The link at the outboard end consists of two strips of brass bolted together, with an eyebolt slipped through a length of brass pipe between them to act as a separator. Studs pass through the ends of these strips and through the ends of the boom members which are reinforced with brass plates, top and bottom. A tang is fastened under the nut of the eyebolt to carry the topping lift while the outhaul and the main sheet blocks are shackled to the eye of the eyebolt.

One of the advantages of the rig is that the draft of the sail can be adjusted for each change of wind, and the outhaul should be rigged so that it is easily reached. I led it to the mast along one of the boom members, through fairleaders. All gear is led from the mast to the after end of the centerboard trunk so that the helmsman has everything within arm's reach.

For best results the sail should be miter-cut. It can be reefed by putting a row of reef points parallel to the foot and hooking the outhaul in an upper cringle. However, I was afraid that the strain of the outhaul, cutting across the miter-cut sail on a bias when reefed, would stretch the sail out of shape, so I saved a little on cost by leaving out the reef points and I carry a second-hand jib as storm trysail. Almost any three-cornered piece of canvas can be made to set on the rig. In fact, one of the first times I took the boat out, I clawed off a lee shore in a bad squall with the regular working jib set as a temporary trysail.

Hi Ho is 17 feet long, 6 feet beam and 6 inches draft with the board up. She carries 180 square feet of sail, 40 square feet of which is in the jib. The mainsail is 23 feet on the hoist and approximately 12 feet on the foot. The miter bisects the angle of the clew and the boom

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is carried a little lower than the line of the miter. For the best results, the outhaul should lead exactly in continuation of the line of the miter. The draft of the sail is adjusted for the point of sailing and the velocity of the wind. The closer hauled the boat is and the greater the strength of the wind, the more tension is put on the outhaul.

The rocking chair skippers may say that the boom looks funny while the boat is lying at her moorings, but when she is reaching past the other boats, with every inch of the sail setting flat and pulling to the best advantage, nobody thinks there is anything funny about it. Hard on the wind the sail apparently sets no better than does a well-tuned conventional rig. However, even on this point of sailing, it has the advantage of being easier to tune up properly. Finally, when rounding up at the mooring after a sail, outhaul and halliard are let go and the sail drops into the sail bag and the bag into the locker with no trouble at all. In fact, it is easier to get the main on and off than the jib.

My impression, after this first experience of part of a season's use of the rig on a small boat, is that it is a great improvement over the conventional rig, and that it is bound to increase in popularity.

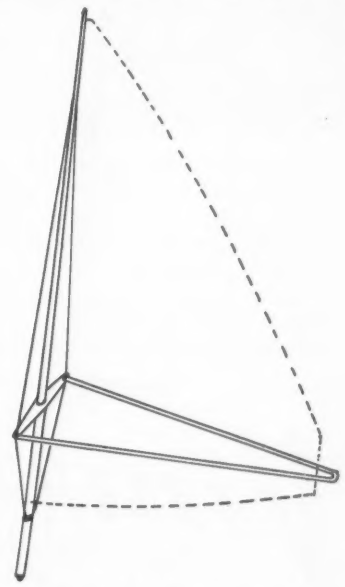
"Spreets" on the Eastern Shore

(*Continued from page 41*)

as the natural ally of a cleverly lazy sailorman. Both vessel and crew have stood the test of time. The bugeye remains almost the only pure type of American sailing craft still uninfluenced in hull or rig by an intermingling with the vessels of other localities, and the sailormen are just as lazy as ever. The graceful log canoes still wear their traditional sprit sails and pivot jibs. The rule under which they race rather discourages any change from the rig of past generations. Inefficient? Old-fashioned? Of course, but what of it? One does not buy wind at so much a gallon; it is to be had for the catching, is still tax free and, no matter how wantonly we waste the breeze of today, tomorrow's will be just as strong.

The canoe spritsail differs in shape from your modern wishbone affair only in that it carries a club at the leach. The club is sometimes short and sometimes quite long, as in the case of the racing sails, giving quite a hint of the form of the modern quadrilateral jib. The club at the leach seems to be quite a help in making the sail set nicely. Possibly, some of the racing brains may "develop" this idea some day. The canoe uses the long club to get more sail on the mast and help fill in the space between the masts. The club also has the effect of bringing the head and the foot of the sail in together when the sheet is hardened down. This results in a much better average trim for the entire height of the sail, and means that the sail is not sheeted nearly so hard as the conventional jib-headed sail, which must be trimmed much closer than necessary at the foot in order to make the head draw properly. As may readily be seen, the sprit cannot ride up when sailing with a fair wind and has no tendency to go aloft in the manner of the conventional boom. In a following breeze, with the masts raked and the sails held firmly out, there is a marked lifting effect. It may be of interest to the jib-headed "ketchers" and "yawlers" to know that this sail is used on some quite large working skipjacks and that they shorten down by lowering the sail part way and "spreeting" at the top of the club. The sail then becomes a loose footed leg-o-mutton, the club being rolled up in the foot of the sail. The horse rope or snotter is always at the mast. The racing canoes use a tackle at the mast for "spreeting" the sail, and this tackle is led to the deck so that the sail may be "spreeted" more or less according to the strength of the wind, flattened more for windward work or given more draft for running. One of the later issues of YACHTING indicates that this horsing out from the mast has just been "developed" as a last minute improvement on the small wishbone sail.

Other interesting features of the conventional canoe rigs are the



The latest revolving mast and triangular boom by Captain Tyler, of Cambridge, Maryland

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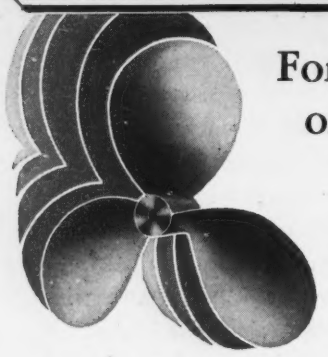

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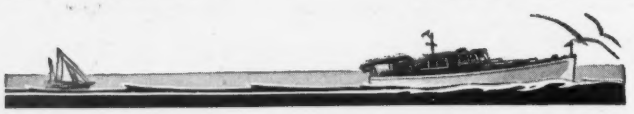

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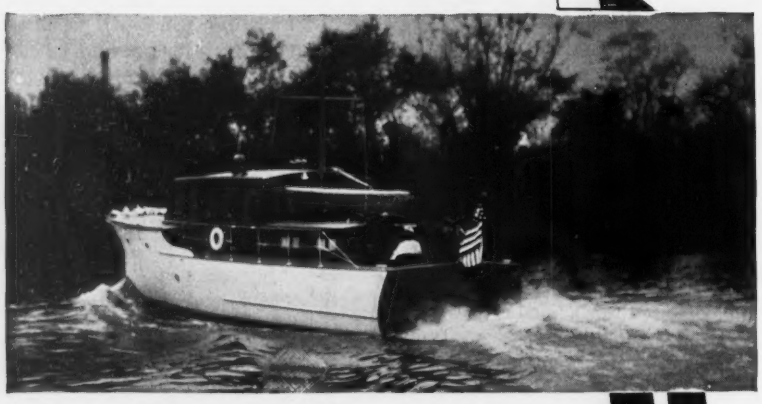

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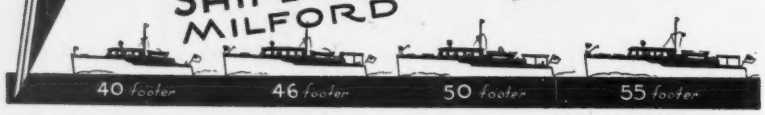


mast steps and pivot jibs. Some of the racing canoes will barely stand up unattended with the masts stepped, and in a squall capsize quite easily under bare poles. In heavy weather the mainmast is often removed and the canoe handled under foresail alone or, in extreme cases, the foremast is lifted out and replaced by the mainmast with its smaller sail. By carrying a heavy weather mainsail, the rig can be made still more versatile, using the regular mainsail as a foresail and thus obtaining a short, three-sail rig. The canoe sailor also varies the rake of the mast to obtain correct balance under varying conditions, and for fair wind sailing in very light airs even goes so far as to throw them far forward with a negative rake. This canny maneuver makes the sails stay boomed out without assistance, and the canoes ghost along at a surprising rate in zephyrs so light that other vessels are hopelessly becalmed. Considering that some of the masts, more than fifty feet long and eight inches at the partners, must be stepped and unstepped frequently and quickly without outside help, and that the rake must be changed to suit the whim of the skipper, it would seem that the mast steps and partners must be complicated affairs. On the contrary, though sturdy in construction they are most simple. The actual step is hinged, swinging on a bolt, and the partners are open at the after end. The mast is laid down in the boat, the heel inserted in the hinged step, and the crew then walk the mast up, in much the same manner as though it were in a tabernacle, except that the hinge is at the step instead of above deck. A removable tumbler block, adjustable for various rakes, is inserted and locked in the partners behind the mast as soon as the mast is up. The photograph shows the mast step in position ready to receive the heel of the mast.

The pivot jib, even when seen in action, is hard to believe, and any description of this odd contraption would seem to the conventional yachtsman to be the wildest rambling of a fevered brain. Whatever its origin, one might easily believe it to be a result of the combined efforts of Jules Verne and Edgar Allen Poe. Imagine, if you can, a 34-foot canoe with a 27-foot jib club. The sail is set flying and the club, like the proverbial woman's tongue, is hung in the middle and is loose at both ends, with the result that the enormous sail is almost balanced about the pivot of the club. The jib sheet man, next in importance to the skipper, plays the jib sheet, usually a quarter-inch diameter single cotton line, in and out to catch each varying puff.

We have said little of the deficiencies of the canoe rig. The sails themselves set beautifully. They are practically all the work of that master of the canoe sail art, David Pritchard. Captain Dave, as he is affectionately called, has just rounded out half a century of sail making in his sail loft at Oxford, where he not only makes the sails but prescribes the sail plans and conducts a reliable information exchange for past canoe history and present canoe gossip. The best efforts of Captain Dave are, however, offset by some inherent defects in the canoe herself. The masts, being entirely unstayed, sag off badly in a breeze, a great disadvantage for close work to windward. Under the same condition, it is quite evident that the luff of the jib takes a most pronounced curve, further interfering with smart windward sailing. Old canoe sailors say that staying the masts takes the life from the canoe and that the shrouds are too much in the way when setting a large assortment of squaresails, staysails, topsails and kites. The spring in the masts undoubtedly has the effect of a governor on the whole outfit, giving the men on the boards more time to get in and out with sudden changes in wind strength. As may be easily imagined, capsizing is quite a common occurrence and the absence of shrouds greatly facilitates swimming out the masts, bailing out, and rerigging. Old timers around Oxford delight in telling how the *Island Blossom* was once capsized in a race, righted and rerigged—and not only did she continue the race, but finished in the winning position.

The canoe hulls are purely heavy displacement types and, when driven in a breeze, are so unmercifully overpowered with sail that they drag an enormous stern wave. That they will ever be developed as planing types is doubtful as the racing rules are formulated so that new boats must conform to the general type of those of fifty and sixty years ago. One of the old hulls is, strangely, some forty years ahead of her time in that her centerboard well is wider forward than aft, so that the board is always at an angle with the keel and lifts the boat to windward. Which only proves that there is nothing new under the sun.

Taking all deficiencies into account, it is not wise for any other type of sailing vessel to try tacks with a canoe in moderate air and smooth water. With all their faults, these old-fashioned, but strangely modern craft, with their enormous rigs and their crews out on the boards, present a rare and beautiful spectacle and provide thrilling sport, requiring skill and teamwork unrivaled by any other form of yacht racing.

After all, the *pièce de résistance* of this noble sport is not the speed of the boats nor the efficiency of the winner, but the inevitable argument

that follows the contest. The race itself is but a flash, an hour or so of exhilaration, providing pleasurable argument for years to come. As everyone knows, this is the real incentive, even when the contest assumes international proportions. Friendly "argifying" is one of the main joys of our existence; it is amusing, wastes time, promotes sociability, interferes with work, and is in perfect accord with true Eastern Shore tradition. Six of our nice, old-fashioned, over-canvased and inefficient canoes may easily carry an aggregate crew of sixty or more, while a like number of your modern craft would probably be crewed by a technocratical handful of twenty-four. Efficient? Admittedly so, but you lose sight of the point of the race, the essence of the sport, for even a blighted seagoing technocrat should know that sixty combatants argue louder and longer than a mere twenty-four.

Hi-Jacking a Swordfish

(*Continued from page 66*)

since he weighed only 175 pounds.

We celebrated the occasion with a round of beer and started off again in high hopes of getting another fish before noon as we had to leave the grounds by twelve. Danny, who was always curious, then spotted a beautiful schooner about 60 or 65 feet long and shouted down to his father that he would like to go over in her direction to have a better look.

When the schooner was still a mile off we noticed that she began to circle first in one direction, then in another. This could mean only that she was after a fish. Being curious to see her make a catch, we went closer. From that distance the fish appeared to be swimming around in closer circles than the schooner could make. These manuevers lasted for such a long time that a number of boats were attracted. The nearest one was a little Portuguese which had anchored next to us the night before. She drove into the middle of the schooner's circle and ironed the fish right in the schooner's wake, much to the fury of the owner who apparently did not understand the ethics of commercial fishing.

Aeolus vs. the Hands of the Clock

(*Continued from page 44*)

11.4 knots off wind and 7.75 knots on the wind. Over the same course, in a 6- to 8-knot breeze, the speed was 6 and 7 knots. Taking both races, it is found that the average actual speed was 8.03 knots. Reading along the 76-foot rating line on theoretical speed curve *B*, we find 8.06 knots and on curve *A*, 8.35. Thus, in actual practice, it will be found that the assumptions behind the theoretical speed curve reflect a reasonably true measuring stick for potential yacht speed under various conditions of wind and points of sailing.

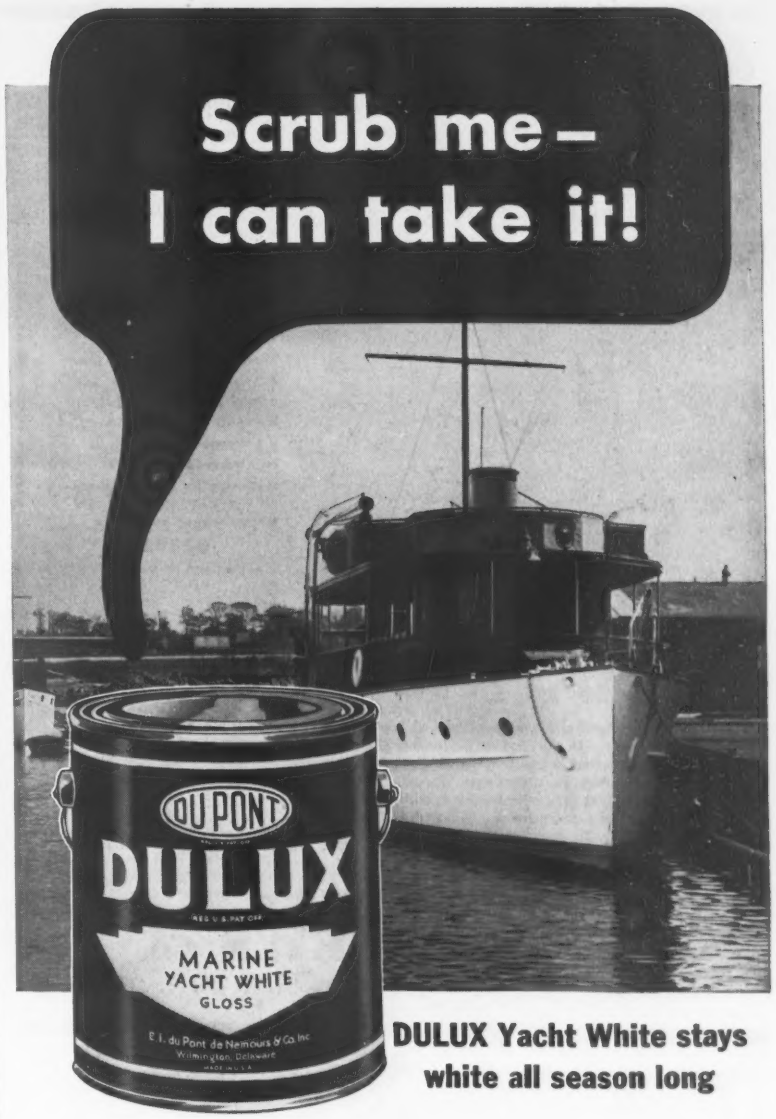
To illustrate the difference in effect between the two curves shown in the illustration, the following comparison is made, which is closely representative of what may be termed "average racing conditions" in connection with our theoretical speed premise. In addition to this, the yachts compared are very close to that speed.

Bearing in mind that the foregoing has to do with the present speed curve only, we see that *Aleada*, instead of being third on actual performance, is second with .899 to .893 for *Iris*. Thus, we might conclude that the course was too long for *Aleada* to void the benefit which we have demonstrated always accrues to the larger yacht in a race sailed at slower than theoretical speed, and that no matter how fast she was going she would not have a chance. But, in reality, *Aleada* has turned in the better performance, as proved by the fact that the speed ratios that I have devised as a check are entirely divorced from either the time allowance or the length of the course. This is further substantiated by the fact that even when the theoretical speed of *Iris* is lowered through application of the proposed curve to the same race, as may be seen later, she drops to

Race of August, 1934; Mattapoisett to the Vineyard. Distance 23.5 nautical miles. Wind, 13½ to 14½ knots. Half the course on the wind; the remainder down wind, with a short reach through Quicks Hole:

PRESENT SYSTEM

A T	Yacht	R	Elapsed Time	Allowance	Corrected
.902	*Istalena*	46.0′	3:37:48 (or 13068 s.)	0:00:00	3:37:48
.893	*Iris*	38.1′	3:54:23 (or 14062 s.)	0:12:19	3:42:13
.899	*Aleada*	25.4′	4:27:22 (or 16042 s.)	0:43:07	3:44:15



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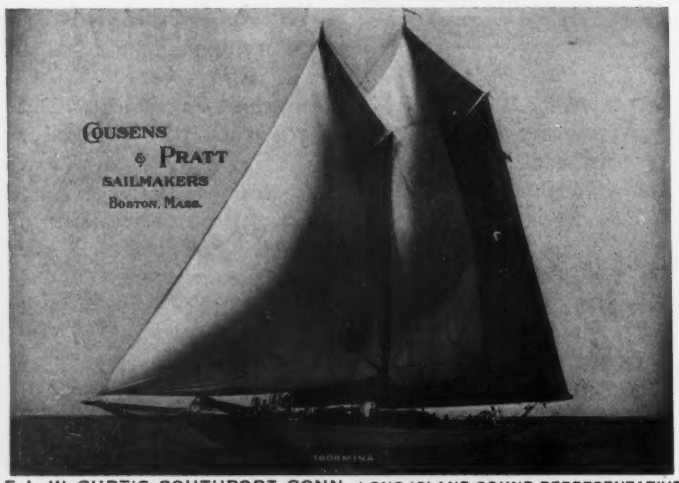

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third place — proof of the real speed of *Aleada* as indicated by the ratios above. The difference in the same curves works against *Istalena* in that she is 0.02 knots worse off with respect to *Aleada* on the basis of the proposed theoretical speeds, which accounts for these two yachts changing places under the proposed system:

$\frac{A}{T_1}$	Yacht	R	$\frac{\sqrt{R}+2}{10}$ Elapsed	Corrected Time
1.000	*Aleada*	25.4′	.7040×16,042 s.	= 11,294 s. or 3:08:14
.983	*Istalena*	46.0′	.8782×13,068 s.	= 11,474 s. or 3:11:14
.982	*Iris*	38.1′	.8180×14,062 s.	= 11,503 s. or 3:11:43

This case has all of the elements that would lend conviction to the fact that the new curve and the principle of its application to time correction is a definite improvement, especially since we are making the comparison at the point of widest departure between the two curves under practically ideal conditions. To be sure, one example alone is hardly conclusive, even though it may be highly illuminating, but, at the same time, it is interesting to note that I found first and second places reversed in two cases out of the four that I have thus far analyzed. One of the other cases showed no change in position of the three leading yachts under either system of time correction, the performance ratios indicating that there could be none. The fourth case is interesting because it illustrates the advantage which the small yacht enjoys in a fast race:

Morris Cove to New London, August 1932. Wind, abeam, NW to NNW, 14½ to 15½ knots. Distance, 38.5 nautical miles. Actual average speed of *Weetamoe*, 11.91 knots, of *Sunny*, 7.37 knots.

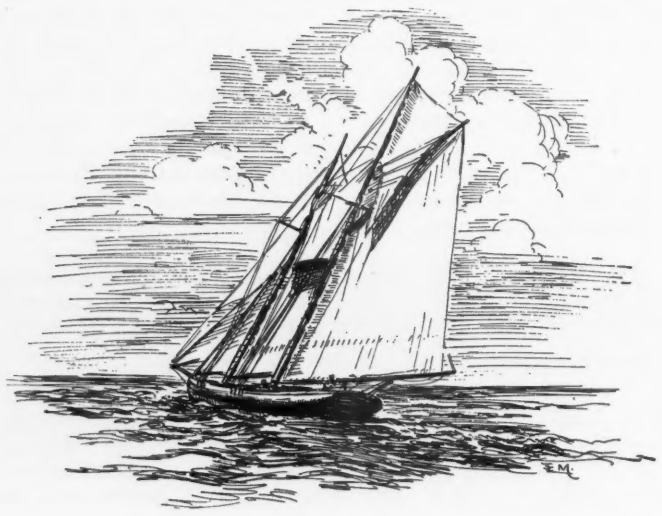
Proposed System			Present System		
$\frac{A}{T_1}$	Corrected Time		R	Corrected Time	$\frac{A}{T}$
1.48	3:26:39	*Weetamoe*	75.5′	3:13:08	1.44
1.42	3:37:55	*Sunny*	24.7′	3:13:45	1.27

Here, it is quite evident from the percentage ratios that *Weetamoe* bettered her theoretical speed more than did *Sunny*, but it is interesting to note that under the present system she was winner by the scanty margin of only 37 seconds, a rather spectacular illustration of the fact that had the course been a trifle longer *Sunny* would have won despite making the poorer showing of the two. The proposed system, on the other hand, shows a margin in corrected time that is more commensurate with the relative performance of both boats even though *Sunny* is 0.30 knots better off under the proposed theoretical speed curve.

Since the difference between the two time correction systems is essentially one of plain arithmetic, there being no change in any boat's rating, the question of vested interest is of virtually no consequence as compared with the effect of changes growing out of amendments to the rules of measurement. Certainly, with the proposed system in operation, it would make no difference how long or how short the course were; nor would it matter whether the race were sailed in a strong or light breeze, assuming that the theoretical speed curve was entirely commensurate with the one we are using today.

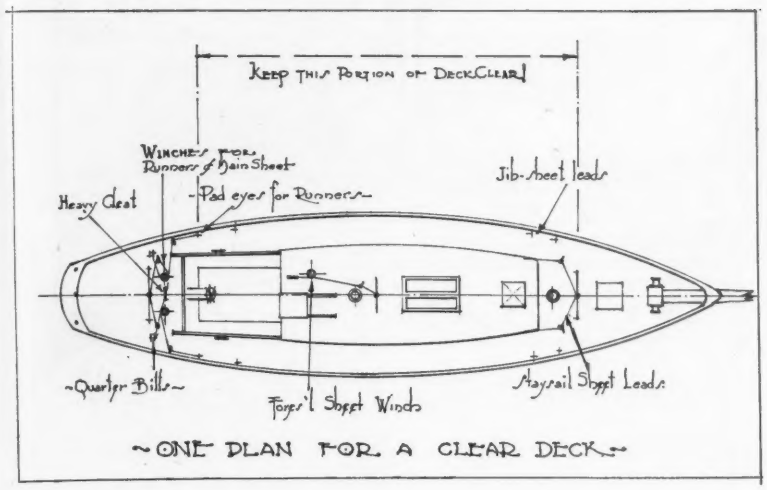
In my opinion, we are greatly indebted to our British fellow yachtsman, H. R. Barrett, and those who collaborated with him in the development of this method of determining a yacht's performance.

The author of this article is Secretary of the Yacht Racing Association of Long Island Sound and a member of the Racing Rules Committee of that organization. [*Ed.*]



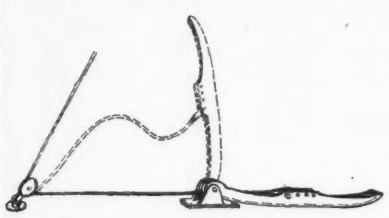
Clear the Deck!

(*Continued from page 60*)



~ONE PLAN FOR A CLEAR DECK~

few years ago when a little white cutter boiled across the line to win from everybody and then wouldn't even wait to collect the prize but



The Highfield lever

turned on her heel and scudded for Bermuda.

That was *Duckling*, owned and sailed by Charles Atwater. *Duckling* has a rig on board the possibility of which I have heard discussed for a number of yachts, but have not seen in use elsewhere. Captain Atwater had a heavy ringbolt fastened through the bridge deck, to which he attached stout lines. These lines are long enough to reach to any part of the ship, and the hard and fast rule on *Duckling* is that, whenever oilskins are worn, each man on deck has one of these lines fastened about him under the armpits — just in case, if you know what I mean! It is worth thinking over.

Even if you don't want to go so far as to tether your crew, at least keep your deck clear of toe-stubbers!

Ocean Racing

(*Continued from page 37*)

way. And a close race she made with *Endymion*, sailing a course 68 miles shorter, but taking 34 minutes longer than the Lauder schooner.

Now came *Sunbeam*, the white three-masted topsail schooner owned by the Right Honorable Lord Brassey, of the Royal Yacht Squadron. With the impetus of thirty years of world-wide cruising, the old girl hit the line shortly after the leaders, but failed to follow through. She was destined to finish an uneventful passage half way down the list.

And there was *Thistle*, whose owner, Robert E. Tod, proudly flew the flag of the Atlantic Yacht Club. It should have been the Atlantic Yacht Club's race, and Tod, the only owner in the fleet who was also his own captain and navigator, was determined that his 110-foot schooner should do the old Brooklyn outfit proud. But 1905 was a bad year for the route across the Banks, which *Thistle* chose, and she was to finish no better than in tenth place. It was a pity, too, for the records show that she sailed the last six consecutive days of the race at a higher speed than any boat save *Atlantic* and *Hamburg*, her average of 10.11 knots during this period comparing favorably with the winner's average of 10.32 knots for the entire distance.

With the gun, *Utowana*, the 155-foot three-masted schooner owned by Allison V. Armour, and *Valhalla*, the full-rigged ship owned by the Earl of Crawford, both crossed to windward of the line and were recalled to try again. *Valhalla's* enormous size — she was 208 feet water line and 245 over all — made her seem a dangerous competitor, and Tommy Day had written of her, "If it comes to driving off in heavy weather she will be able to keep going long after the fore-and-afters have to heave to." But she was fated to lumber along south of *Atlantic's* track, finishing in third place two days behind the winner. The trouble was that, under the merciless driving of Captain Barr, *Atlantic* did not have to heave to.

\+ + +

So off they went in unsettled easterly weather, the fleet as a

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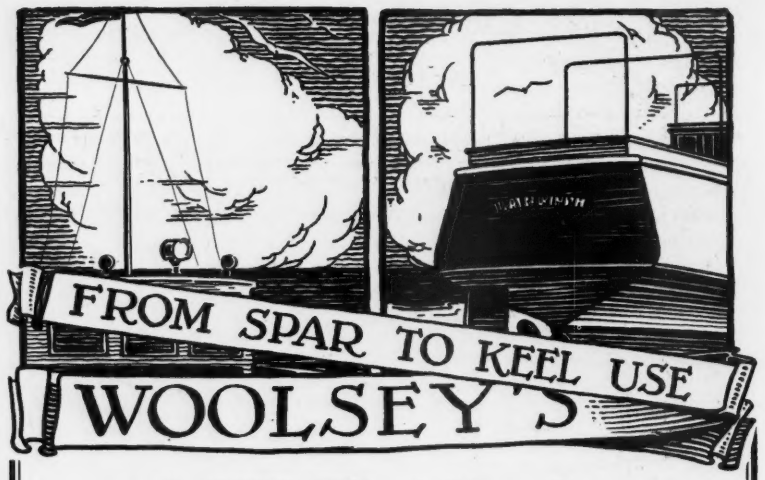

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whole slanting away from the Long Island shore southeasterly for the Gulf Stream. For a day they continued in this manner until all were south of the fortieth parallel, and then a favoring wind plus diverging ideas of how the race should be sailed caused the fleet to split. *Thistle*, *Apache*, *Fleur de Lys* and *Hildegarde* — these four plumped for the Banks, their skippers convinced that in the cold magic of the shortest course lay the greatest hope for success. In view of what the modern yawls *Dorade* and *Stormy Weather* have since done along this route it is interesting to observe what befell the four pioneers of 1905.

Thistle, crossing Georges Shoal and laying closest to the Nova Scotian shore, lost an initial advantage on the third day of the race, and on the fifth, when near the Banks, crossed the track of *Hildegarde*, which had found faster going to the south'ard and was now slanting up to pass within fifty miles of Cape Race. *Fleur de Lys* and *Apache* had sailed a middle course between these two, the bark finding insufficient air to keep her moving and slowly falling astern. On the seventh day (May 24th), when *Hildegarde*, *Fleur de Lys*, and *Thistle* cleared the eastern limit of the Banks in the order named and in descending degrees of latitude, *Apache* was two days behind them. She subsequently sailed the most northerly course, but she took so long about it that she did not finish the race until all the other entrants had begun to worry about her. The relative positions of the others remained unchanged and, encountering variable winds, they sailed a taxing race and finished in fifth, seventh, and tenth places. There is no doubt that theirs was the wrong bet in this event.

Of the seven who took the other route, *Atlantic* sailed the shortest distance, and the sweetest track the navigator of a windship could contrive. From noon of the 18th in Lat. 39° 40′ N, she steered a slowly ascending course until on the 23rd she had sighted ice south of the Banks and passed clear of it; and from then on, despite shifts of wind and changes of sail, she kept to the great circle as if she were following a plowman's furrow in a fertile field. Although *Atlantic's* passage will be watched more closely in succeeding paragraphs, we leave her for the moment to summarize the *Hamburg's* effort.

The German schooner overtook *Atlantic* on the first evening, but from then on, sailing a more southerly course, dropped astern little by little until on the 25th she was nearly a day behind. Her track for the next two days seems at first unreasonable, as from a position 50 miles south of the three-master's wake she sailed sharply northeast until she was 100 miles north of it. The explanation of this wasteful divergence is contained, however, in the logged words of Captain Adolph Tietjens. "In consequence of the efforts to keep the yacht directly before the wind during the last two days we had reached a more northern latitude than we had intended, but we could not change our situation for we had to avoid under any circumstances jibing of the mainboom and broaching to." Sailing the other jibe might have shortened *Hamburg's* time, but it would not have bettered her chances, for *Atlantic* was likewise making knots. On the 27th she was exactly a day ahead of her most dangerous competitor, and of this lead she lost only two hours in the light airs at the finish.

Valhalla, the British ship whose name has Norwegian connotations, finished a day behind *Hamburg*, defeated by the easterlies in the early hours of the race. By noon of the 18th she had sailed only six miles less than the German yacht; but her lack of windward ability had forced her a bad 60 miles west and south of the schooner. From then on fair winds sped her on her way. On the 26th and 27th, the days which filled the skipper of the fore-and-after with the fear of jibing, the full-rigged ship was bumbling beautifully along at an average of 300 miles a day. But there is just so much wind available in any ocean race, and the ones who like it most sometimes get it least. *Valhalla's* supply swept her along for three days more at an average of 279 miles a day. Then it ran short, and she took two days to do the last 300 miles.

In the events prior to 1905 the element of man against the sea was uppermost, and boat raced boat only in the imagination of their crews. But with eleven yachts loosed at one time to speed across the ocean it is not surprising that a certain amount of actual racing took place. Thus, at dawn of the third day the crew of the *Hamburg* looked around and found *Endymion* creeping up on them. *Hamburg* was under plain sail and the smaller *Endymion* was bowling up under spinnaker and balloon jib. The German yacht's log does not record the feelings of the Skipper at being caught in the light of day under cruising rig, but the fact is recorded that the *Hamburg* now set her mainmast spinnaker. By noon, the wind having increased, both yachts substituted squaresails for spinnakers and *Endymion* forged ahead. So she remained until late that evening when, with wind dead astern and her mainmast spinnaker reset, *Hamburg* regained the lead.

So closely were the boats matched in light to moderate going that in the forenoon of the 20th *Endymion* once again drew forward of the

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Hamburg's beam. Then, in the afternoon, the wind increasing to Force 6 or 7 and backing from SSW to S, the German roused herself to a speed of 13½ knots and left the American behind for good.

Two days passed, and *Endymion*, caught in the sticky grip of a calm which gave her the lowest day's run of any competitor — 59 miles — had the doubtful pleasure of sighting the yawl *Ailsa* abaft her starboard beam and of watching the *Valhalla* come up from astern. On the day following, although it appears that no yacht sighted another, three of them — *Hamburg*, *Endymion* * and *Ailsa* — picked up the same iceberg within one hour. On other occasions steamers gladdened (if eastbound) and saddened (if westbound) the crews of yachts with news that they had sighted others.

But the *Atlantic* knew none of these chance meetings, these quickeners of the racing spirit. At the end of one day she was second to *Hildegarde*. Then the smaller schooner made her choice and removed herself from the running. *Hildegarde* sailed northeast and *Atlantic* kept to the eastward, quickly widening her lead on the fleet.

* On the 24th, during which *Endymion* handed in a run of 246 miles, Dr. Henry C. Rowland, the celebrated author, anesthetized and operated on a sailor suffering from purulent axillary adenitis. The sailor recovered.

It must have been a treat to be aboard the old ship in this race. Captain Barr — he who had sailed *Reliance* to victory in 1903 — seems never to have made an error, never to have wasted so much as half an hour. From a transcription of his log and from the notes of Frederick M. Hoyt, one of *Atlantic's* seven passengers (including the owner as a passenger) we get a good idea of how the race was sailed.

The 17th was light and easterly, with fog. The sea was smooth.

The 18th saw a counter-clockwise shift from north to southwest, with fine clear weather. At midnight *Atlantic* eased over a smooth sea at 10 knots.

At 9:00 a.m. of the 19th the main topsail split and a spare one was bent. At 10:00, the spinnaker was torn as it was taken in and an hour later the squaresail and raffee were set. The wind now hauling into the west, the mainsail was taken in as it would not draw.

On the 20th the crew began to appreciate what racing meant, these successive changes of sail being recorded between 5:00 a.m. and midnight: Set mainsail, maintopsail, both working staysails, jib topsail, and jib. Set balloon maintopsail. Took in raffee and squaresail. Set small spinnaker. Took in spinnaker, maintopsail and jib topsail. Set No. 1 jib topsail and working maintopsail. Set squaresail and raffee. Took in squaresail, raffee, maintopmast staysail, topsails and jib topsail. Squall struck at 8:30, so lowered spanker and mainsail. Squall passed, so hoisted sails again. Bent squaresail and jibed.

Yes, they worked on *Atlantic's* 18,500 square feet of working canvas, plus extras, and on the 21st, when the wind fell light and *Atlantic* recorded her poorest day's run of 112 miles, their labors lessened little. On the 22nd, at 8:00 a.m., Charley Barr ordered the mizzen topsail down and had a cloth cut from its leach to compensate for stretching. At 1:40 p.m. he bent and set the recut sail. On these two days the wind backed as far as SE by S, ushering in the big run for which *Atlantic* will be forever famous.

And here is the record of the day, as set down by the jubilant Hoyt: "May 24th, Wednesday: Of all days, today is the day which will ever be fixed in our minds with greatest pride and joy, for the good yacht *Atlantic* broke the record held by the old *Dauntless* since 1887, for the greatest day's run on the passage from New York to England, traveling during the 23 hrs. 31 min. 30 sec. from noon of the 23rd to noon of the 24th, 341 miles, or 14.2 miles per hour, the former record being 328 miles.

"Our good southerly breeze kept up all night and this morning, on going on deck, it was blowing a fresh breeze and quite a good sea was running. In fact, the Skipper said that he hoped that the breeze would not increase any more, for he did not want to delay by having to reef; but we were fortunate and were able to drive her through it till noon. The fine run was soon known forward and the men were as pleased with the ship's performance as ourselves. Also, they had a double allowance of grog served out in celebration of the event."

I like almost as well a passage in Hoyt's log which was set down two days earlier: "A beautiful night with a fresh breeze, the ship doing about 12 knots, in an absolutely smooth sea. If it had not been for the temperature (42°) everybody would have stayed on deck for a long time to enjoy the most glorious sail we have had thus far in the voyage, but warm blankets appealed very strongly and about midnight all were below." All, that is, except the skipper and the second mate and the watch on deck who numbered 15 or 16 hands.

Atlantic sailed on, her amateurs who were also passengers enjoying the buggy ride, and on the 25th with southwesterly wind turned in a run of 282 miles. After noon, staysails and topsails were handed and by morning of the 26th the schooner rolled heavily in a rising gale that was dead astern. The raffee tack carried away and the sail was taken

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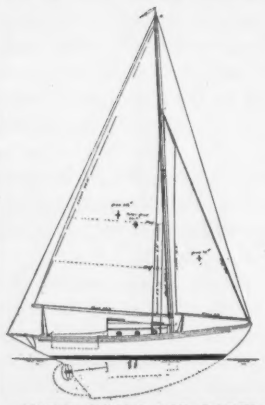

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in, repaired, and set again. The run was 288 miles. That afternoon it blew a whole gale from WSW and *Atlantic* staggered on at 12 knots under nothing but squaresail and fore trysail, Charley Barr wondering whether it hadn't become time to play the part of caution. It is traditional, although the log fails to record it, that all hands had a pretty thorough scare that afternoon and evening, the vessel wildly running with her decks awash, with oil bags along the weather rail, and with two men lashed at the wheel. But at midnight Barr courageously decided to let her flicker despite his doubt that she could stand any further increase in the wind's might. His courage was rewarded with a day's run of 279 miles. At this same high rate of speed the schooner carried on for three days more, in high to moderate southwesterly winds, and flashed past Bishop Rock at 9:36 of the morning of May 29th. She was then 11 days 16 hours 21 minutes from Sandy Hook Lightship, and hopes were high that she would complete her record-breaking run to the Lizard in less than 12 days.

A peaceful calm robbed *Atlantic* of this ultimate achievement. She struggled for nearly twelve hours of nerve-wracking drifting to cover the last 49 miles, and was not officially timed as passing the Lizard until 9:16 p.m. Even so, she had won the race by nearly a day, and her record of 12 days 4 hours 1 minute 19 seconds for a distance of 3014 miles has stood unchallenged for thirty years.

Four prizes were offered by the German Kaiser. These went, respectively, to *Atlantic, Hamburg, Valhalla,* and *Endymion,* each accompanied by an autographed photograph of Himself. It goes without saying that each of these prizes was earned, and that even those who "also ran" raced hard and endured unflinchingly the hardships and perils of the passage. But their hearts were light, and my guess is that the following anecdote, related in *Harper's Weekly* by James B. Connolly, typified the spirit of amateur and professional alike. Connolly sailed, remember, in *Fleur de Lys,* the smallest entry, which finished seven hours behind the largest. As she lay to anchor in Falmouth "Two men came rowing up and surveyed the yacht. They spelled her name out — *Floor dee Liss.* 'Hi sye, is this the yacht busted in the man's ribs and the boat in? You must 'ave 'ad it something rough?' This to Mate Cody, who apparently did not hear. So they repeated the question: 'Must 'ave 'ad heavy weather, sir?' The mate did not reply, but it happened that just then he called to one of the crew: 'Oh, Dominico. Draw a bucket of fresh water, and go aloft and wash the salt off the mastheads.'"

[Editor's Note.] This is the fourth chapter of a history of ocean racing that Alfred Loomis has written. The complete history will soon be published in book form.

Bermuda Passage

(Continued from page 47)

passed over her. Then she was no more. The whole episode was unreal.

"Get our position before the yacht leaves," the Skipper shouted to me. I grabbed the semaphore flags, but could get no reply. Flying "Proceed" from her signal yard — the *Wadena* disappeared as suddenly as she had arrived.

The skipper looked white and drawn, "O.K., Chad. We'll make it, anyhow," he said.

With darkness approaching, the wind increased in velocity. Wild squalls screamed out of the murk which flung the little ship quivering broadside against the seas, half burying her under the press of wind and water. The crew, except for the helmsmen and the engineers, were lashed along the lee side of the house, most of them in a torpor of misery, drenched, weary, too seasick to feel hunger or thirst, too numbed to know fear. So appalling was the desolation, the force of wind and sea, the helplessness of our position, that darkness was a mercy. Loneliness gave place to the conviction that no structure built of wood could survive the wrenching onslaught of the great invisible seas which assailed us out of blackness, lifting, battering, dropping us in an endless succession of dizzying falls, blinded and choked but hanging on.

Without lights except for the occasional gleam of a flashlight, it was impossible to check our condition. The ship was lower by the stern and making water fast. With the utmost difficulty, the hand pump on the deck house was kept in motion. Steering was no longer possible. With hard left rudder the average position was beam to the sea, the course SE.

The midship engine continued to run. One at a time six indomitable engineers were lowered on a line down the black pit of the engine room hatch opened for an instant between seas, each in turn to stand with a hand on the air valve for as long as he could breathe in the emulsion of sea water, cylinder oil and battery acid thrown by the open cranks of the engine. All night long, kicking the engine over by compressed air to help the failing ignition, on the job for one minute, up for air for five minutes, vomiting, soaked with oil and burned with acid, for hours without end repeat-

ing the same routine, somehow they kept *143* going.

Perhaps the sea was no worse that next dawn, but it looked more terrifying because we were exhausted. Only the barometer gave promise of improved conditions, up three-tenths since nightfall. All hands had been without food or water for forty hours and it was beginning to show in bloodshot, sunken eyes. With the Skipper I crawled aft to the lazarette. He tended the line while I lowered myself in search of canned food under water turned opaque by flour gone adrift, which made it impossible to see the objects hurled back and forth by the wild motion. After three tries I decided that the canned goods were under bags of coffee and sugar which I could not move. Until we could clear the compartment there was no food to be had. When the Skipper hauled me up my foot was stuck in a nest of buckets which proved a valuable find. Between seas we opened the galley hatch, but the water was up to the top of the stove. Two men were put to work bailing with buckets while a third opened and closed the hatch. After a trick at the hand pump I went back to the pilot house. The glass showed signs of a further rise.

From the edge of the visibility a great sea marched toward us, towering above the intervening seas, a mountain of water lifting its ridge to the low flying scud above. Then we slid sluggishly down in the trough before it, cut off from the wind as it reared above us. It is all over now, I thought; she'll never come out of it. A lip of water rolled us toward the face of a cliff of water just as the crest broke and roared down over us. In the instant before the pilot house filled with solid, swirling water I was aware of a cracking impact on the roof and a rending of woodwork which was lost in the roar of the descending avalanche. Holding my breath, I clung wildly to the wheel and felt my legs twisting as they were dragged out the lee window. Whether *143* was on her beam ends or bottom up I could not tell. Then, miraculously, I got a lungfull of air and realized that the door had burst, freeing the pilot house and that we were afloat. On my feet again, my head bumped the roof. The whole structure was crushed down and to starboard, flapping with the motion of the ship. The wheel was jammed by the bending of the vertical steering shaft, but by some magic the engine was still running.

Thoroughly frightened I crawled out on the bridge where the Skipper had been. He was nowhere to be seen and I felt a sudden, cold dismay. The crew, wild-eyed, were picking themselves out of the scuppers, so far as I could see all accounted for. The Skipper's line led overboard, taut. Just then he came to the surface and as *143* forged ahead was dragged by his life line against the rail aft. As the ship rolled back he was over it and on his feet again, coming hand over hand to the bridge, unhurt.

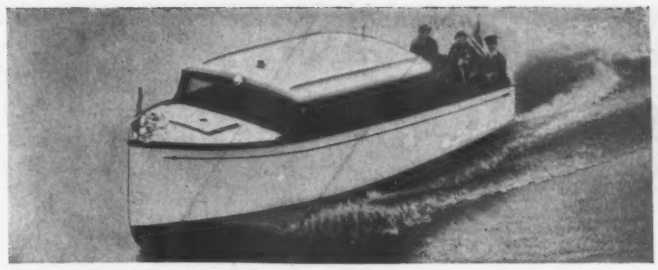
The first job was to get under steering control. Continuously washed by seas, we managed to rig the six-foot iron tiller to the rudder head and set up the bolt. Next, some makeshift tackles were secured to the quarter bitts and two men lashed to the rail on each side to handle these improvised tiller lines. Then, with great difficulty, the steel steering cable which held the rudder rigid to the jammed gear was cut with a hacksaw. All measure of time was lost in fatigue and weakness. When the job was at last finished some of the weight had gone out of the wind and the seas had lengthened.

Hour after hour, pumping and bailing, the level of water went down. The Skipper encouraged the men, setting the pace, and spelling the exhausted boys at the hand pump. The wind went down with the sun. At last we reached the canned goods.

Out of the Gulf Stream we found longer seas and clearing skies. The wind, moderating, hauled through south to west and died at sunset. Before dark the quarters were clear of water and a fire was going in the cook stove. For the first time we could peel off wet clothes in balmy air, grateful to the skin. Our battered pilot house was lashed in place but the bent steering shaft could not be straightened, so we steered by tiller and conned the ship from the bridge, indicating with a semaphore flag to the men aft which way to put the helm to keep an approximate compass course. Water, food and rest put the crew in buoyant reaction of spirits, even the worst of the seasick cases rallying to join in the conversations about shore leave in Bermuda. Not a vessel showed on the wide horizon and nobody spoke of the other chasers whose possible fate was uppermost in everyone's mind.

The Skipper was absorbed in working a dead reckoning position. His afternoon fix, he confided to me, put us in Lake George, New York. He estimated that in spite of the easterly set of the Stream we had been carried 120 miles west of the base course. He was worried and so was I.

At sunrise the next morning all the wet gear was brought on deck to dry in the brilliant warmth of a summer sun as we monotonously dragged our wake across the immensity of a calm, empty sea. Ship's routine was fully restored. The Skipper worked morning, noon and afternoon sights and obtained a line of position which he said was much too close to where we ought to be for him to have confidence in it. To the rest of the crew all was as it should be.



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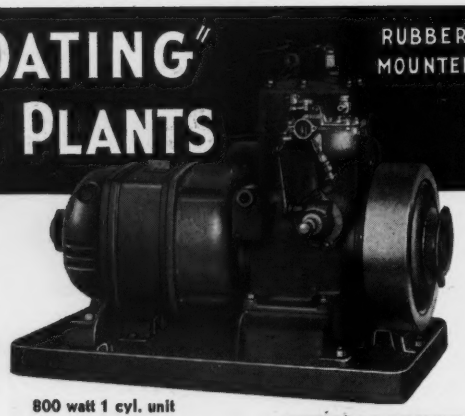

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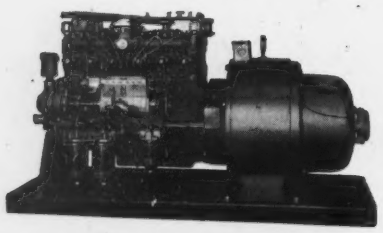

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HOLZAPFEL'S Y

The Chief brought the gasoline report up to the bridge late that afternoon. "When do you plan to make Bermuda, sir?" he asked. "We have only eight hours left in the tanks."

The Skipper looked at his watch as though we were running on a railroad schedule.

"Within an hour we should pick up Gibb's Hill Light," he answered gravely and called up to the man in the crow's nest. "Keep up a sharp lookout for a flashing white light."

Dusk fell rapidly on a stately sunset. Thirty minutes later a long drawn hail from aloft brought a cheer from the crew, "Gibb's Hill Light one point on the starboard bow!" I was the only one watching the Skipper's face. It was the only time I ever saw his emotion caught unawares. It would be hard to say whether astonishment or relief or gratitude predominated.

At last we raised St. David's Head, bathed in moonlight, and closed with some lights on a group of small vessels drifting a few miles offshore. They proved to be our French tug with three chasers in tow. The rest of the night we lay waiting for a pilot, silent and motionless on an ocean as tranquil as the gentle breeze which wafted to us the exciting odors of land and tropical vegetation.

The beauty of Bermuda in the light of dawn was surcease from cold, from fear, from struggle with the relentless sea. From that time, born of dangers shared and overcome in a common cause, there grew that indefinable spirit called morale that comes to good ships' companies. Compounded of pride without conceit and confidence without cocksureness, *143* had found herself. We never questioned the reasonableness of the fact that of the whole detachment only two chasers reached Bermuda under their own power; one of them had to be *143*. Of course she would, she was a good ship, with the best Skipper in the fleet.

Coming alongside the stone quay of His Majesty's Dockyard under the curious eyes of the British, the Skipper laid *143* neatly near the upper corner of the dock and rang for reverse. The engine coughed and died. A yell came up the engine room voice tube that could be heard ashore, "No more gas, tanks dry!" With awful deliberation we rammed the dock.

The British sailors looking on were probably amazed to see an officer and an enlisted man shaking hands on the bridge of their vessel.

The Month in Yachting

(*Continued from page 73*)

sels under 16 feet . . . temporarily equipped with detachable motors," the only exception, being "held to apply to such boats as rowboats and canoes designed and intended for the use of oars or paddles as the ordinary means of propulsion."

The new rules *do not apply* to documented vessels. All undocumented vessels equipped with permanently fixed engines must be numbered, whether over or under 16 feet in length.

Applications are to be mailed to all registered owners but, as correct addresses are not available for all, the wise owner will apply at once and save himself the possibility of a fine.

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Larchmont Yacht Club Ocean Race

PLANS for the Larchmont Yacht Club's first ocean race are taking shape rapidly and circulars giving full conditions will be ready some time next month.

The start has been definitely set for Friday, July 17th, and the course of 300 miles will take the competitors from Larchmont, down the Sound, around Montauk Point, thence westward to and around the Fire Island Lightvessel, and return. It is an excellent course, about half of it being in the open sea and half in more or less protected waters.

Sailed under the Bermuda Rule of Measurement, the conditions limit the contestants to cruising yachts between 40 and 72 feet over all length, divided into two classes, 55 feet being the dividing line. In addition, a special class for racing boats under the Universal Rule of Measurement is provided.

Starting as it does the day before the opening of Larchmont's annual race week, the fleet should finish, under normal conditions, by Sunday night or Monday, so that contestants will be back in time to participate in the racing during "the week" (barring the first Saturday) and the festivities ashore, both of which make an appeal hard for any sailor to resist.

A good sized fleet is in the making and among the starters that now seem assured the following undoubtedly will be at the line: Cutters, *Edlu*, Commodore R. J. Schaefer; *Zaida*, George Ratsey; *Vega II*, Rear Commodore Harvey Conover, Jr.; *Sonny*, A. D. Phelps; and several of the new 32-foot water line one-design class of the N. Y. Y. C. Among the yawls, Philip Le Boutillier's *Stormy Weather* is almost sure to be at the line, after her return from the Bermuda Race, while *Winsome Too*, Harkness Ed-

Students of the Oconto, Wis., High School built this fleet of Moths and raced them last summer. The boats were designed by Clinton F. DeWitt, and cost from $21 to $40 each for material, including sails

wards' staysail ketch, will probably be on hand. George Mixter's schooner *Teragram* will be a starter. A pretty good list, this, for a starter, nearly five months in advance of the schedule date.

+ + +

Good Racing Abroad Next Summer

PRESIDENT Philip J. Roosevelt of the North American Yacht Racing Union has been advised by the Royal Swedish Yacht Club that American yachtsmen are invited to take part in the following racing fixtures during the summer of 1936:

The Royal Swedish Yacht Club. Regatta at Sandhamn, June 12–14.
The Gothenburg Royal Yacht Club. One Ton Cup races at Gothenburg, June 15–21.
The Royal Norwegian Yacht Club. Gold Cup races at Hanko and regatta, June 25–30, July 1–5.
The Royal Swedish Yacht Club. Distance sailing from Stockholm to Helsingfors, July 7–11.
The Nylandska Yacht Clubs. 75th Jubilee regatta at Helsingfors, July 11–14.
The Royal Swedish Yacht Club. Sandhamn Week regatta, July 19–23.
The Royal Danish Yacht Club. Regatta at Copenhagen, July 30–31, August 1–2.
The Olympic Games Regatta. Regatta at Kiel, August 4–14.
The Royal Swedish Yacht Club. Distance race, August 7–8.
The Royal Swedish Yacht Club and The Royal Motorboat Club. Motor boat races, Stockholm, August 14–16.
The Royal Swedish Yacht Club. Cruising and meet at Sandhamn, August 29–30.

+ + +

"Islander" at Durban

WORD comes from our friend Harry Pidgeon that he and his yawl *Islander* were at Durban, South Africa, on January 6th. Although it is summer in the Southern Hemisphere, the passage from Mauritius was a boisterous one, the wind at times registering a velocity of 84 miles an hour on the instruments at Durban. Most of the time *Islander* was under storm jib and close reefs, sail being reduced at night to the tiny jib. Pidgeon arrived extremely tired and, once in port, was caught between a barge and a pier in a hard blow, *Islander* suffering more than she had in her years of deep water cruising.

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Philadelphia Motor Boat and Sportsmen's Show

As previously announced, the Philadelphia Motor Boat and Sportsmen's Show will be held in the Commercial Museum Building, Philadelphia, between March 9th and 14th, inclusive. A feature of the show will be a pool in the center of the hall in which small outboards will be demonstrated and in which canoe tilting contests, outboard races and sculling and rowing events will take place.

+ + +

Fast Time to Nassau

ELEVEN out of the fourteen entrants took part in the third annual Miami-Nassau Race which started at noon of February 11th. Vadim Makaroff's staysail ketch *Vamarie* crossed the finish line early next morning, having sailed the 184 miles in 20:19:40, a record for the course. She was followed by Harkness Edwards' staysail ketch *Winsome Too*, J. Wesley Pape's schooner *San Cristobal II*, C. A. Hansen's schooner *Water Witch*, and Albert D. Phelps' cutter *Sonny*. On corrected time, *Water Witch* won in Class A, followed by Albert B. Fay's cutter *Starlight* and Hugh Matheson's *Babe*, the smallest boat in the fleet. Then came, in Class B, *San Cristobal II*, winner in that class, *Sonny*, *Winsome Too*, *Ven-*

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"Old Town Boats"

turer, Vamarie and *Esperanza. Mischief*, leaking and with pumps out of commission, withdrew soon after the start and returned to port.

A full account of the race, written by a man who sailed in one of the contestants, will appear in the next issue of YACHTING.

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Viking Class Growing

IN THE February, 1935, issue of YACHTING there were published the plans of a cruising sloop with a raised deck forward from designs of Charles D. Mower. The boat was to be the first of a class known as the Viking Class. She was 24 feet in length over all, 18 feet water line, 7 feet beam and 3 feet 6 inches draft. One was built last year and now several are under construction. At Port Washington, L. I., a Viking for Frederick Hicks is planked and decked and ready for painting. Two others, one for J. A. B. Longshore and one for E. A. Stout, are also being built there. Still another boat which will be seen on the Sound this summer is under construction for Staunton Williams who will use her at Branford, Conn. A Viking is being built at Baddeck, Cape Breton, N. S., for Dr. F. I. Tucker of Tucson, Arizona.

At Hamilton, New Zealand, a Viking will soon be started by C. E. Shakeshaft. He writes that he will build his boat of kauri, a native pine which, though soft, is tough and durable. "Though New Zealand has been settled for eighty years," he says, "a piece of rotten kauri is yet to be seen."

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Class Boats Must be Qualified

THE following extract from a letter sent on Nov. 26th to Wm. L. Sayers, President of the Great South Bay Y. R. A. by Ernest Stavey, Corresponding Secretary of the N. A. Y. R. U., will be of interest to all yachtsmen, particularly to those racing in one-design classes.

"At a meeting of the Executive Committee of the North American Yacht Racing Union, held on Friday, November 15th, your letter under date of August 2, 1935, in which you requested a ruling in reference to qualified and non-qualified boats of the —— Class Yacht Racing Association, I have to advise that, after careful consideration of your query, it was ordered that reply be made to the effect that:

"'It is the unanimous opinion of the Executive Committee of the North American Yacht Racing Union that *registration* and *membership* requirements in a one-design class, such as the ——, are necessary and logical class rules and, therefore, unless a yacht conforms to such rules, it is not eligible to race in the —— Class, under Rule IV, Section 3 of the Racing Rules.'"

\+ + +

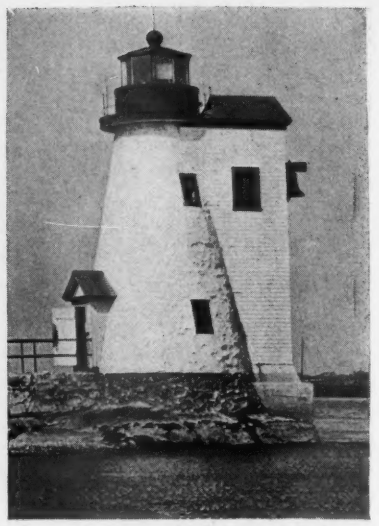
Southernmost Port Invites Yachtsmen

KEY WEST, Florida, the only port south of Miami with a protected basin and adequate supplies, is prepared to accommodate an increased number of yachtsmen. The yacht basin is one of the deepest on the entire Atlantic seaboard. Located just off the main ship channel, it has an area of 2,100 square yards which gives ample maneuvering space. Six piers, each 300 feet long and with 18 feet depth, are available within the basin. Portable ladders are hung from the sides for the accommodation of boats of low freeboard. Yachts in the basin are protected from rough seas by a breakwater which runs the entire length.

The basin is strategically located within three blocks of the main street, and has a private bathing beach for visiting yachtsmen. Garbage is removed without cost, and the nominal fee of one cent per foot of over all length is charged for a day's docking.

Last winter more than a hundred yachts anchored at Key West, and took advantage of the basin's accommodations. Many of these berthed there through the winter and their owners enjoyed some of the finest fishing in the world.

"He writes sea stories"



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Now that the ice has gone out of the river, the warm, sheltered facilities at Peirce and Kilburn's allow early fitting of your yacht. This will enable you to enjoy a long, worthwhile season. When you cruise down east this Summer, let New Bedford Harbor be your port of call. Make use of the deepened channel, increased anchorage, and the clean water. The "Midway Yard" between New York and Boston with its wharves and landing stage is ready to serve you.

Make our yard your headquarters, have lunch at the Galley, and visit the old whaling city

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BOOK DEPARTMENT

YACHTING

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Of Interest to the Skipper

The Chicago Boat and Sports Show

NAVY PIER, extending out into Lake Michigan from the Chicago waterfront, will again be the scene of a great show from May 3rd to 10th, when this huge structure will be crammed full of boats and engines and everything else for the yachtsman, sportsman and vacationist. The long aisles of the pier will once more show a row of fine motor cruisers stretching off into the distance and an array of runabouts that illustrate practically every model of the type. Sail boats, too, from little flat bottomed craft to fair sized cruisers, will once more spread their canvas in the Show and invite attention.

Engines of all sorts, gasoline and Diesel, outboards and power plants for heavy cruisers or work boats, heavy duty jobs and racing engines, all will be on display.

And then there will be all the thousand and one fittings that go to make up the equipment of boats of every size and type: stoves, compasses, deck gear, spark and throttle controls, deck rings, sail tracks and slides, gooseneck fittings, tanks, blocks, fuel pumps, bilge pumps, windlasses, batteries, running lights, cabin lights, search lights, flash lights, refrigerators, galley gear — everything, in short, that the boatman may need.

In addition, there is to be all sorts of vacation equipment, from fly rods to camp mattresses, and competitions in various sports, from flycasting to rifle shooting, that will attract the army of people who like to play outdoors.

The Show will again be under the capable management of Hubbard H. Erickson who has directed the previous successful Shows held in Chicago.

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Going South

L. B. CHAPMAN, manager of the yacht division of the American Car and Foundry Co., announces that an a.c.f. 32-foot "Wanderer," a duplicate of the boat displayed for the first time at the New York Motor Boat Show, has been shipped to Baird Tewksbury, of Sarasota, Fla. The new boat has twin rudders and is driven by a pair of Chrysler Ace engines.

Fred S. Ford, of Detroit, has just taken delivery at Miami, Fla., of an a.c.f. 26-foot "Roamer." She is powered with a Chrysler Ace direct drive engine. Her home port will be Detroit.

\+ + +

For the Cruising Man

IN THE exhibit of Kelvin & Wilfrid O. White at the Motor Boat Show were a number of items of great interest to the cruising yachtsman. One was a cowl ventilator that allows air to pass below but traps all water that may enter the mouth of the cowl. The device is good looking, shipshape and well made and should solve the problem of bad weather ventilation.

Another device was the new repeater for a magnetic compass, a dial with a moving hand being connected to the compass. The course is set on the master compass, the hand showing by its position on the dial when the yacht is off her course and on which side the error may be. This dial can be placed in any position, being used as a tell tale compass or as a repeater for steering.

The new depth gauge was admired by many cruising men. This consists of a glass tube, properly protected, with a scale on which the depth may be read, and a cup for arming so that samples of the bottom may be brought up. The tube is open at the bottom and the pressure due to the depth forces water into the tube, its egress being prevented by a check valve. When held vertical, the depth is read directly from the scale. The check valve is then opened and the trapped water allowed to run out, the depth gauge then being ready for another cast. It registers the correct depth, no matter how much lead line may be run out due to the vessel's drift while making the sounding, and registers correctly whether the gauge is vertical or horizontal. It is well made and an extremely useful device.

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Hall-Scotts in "Marlin"

THE motor yacht *Marlin*, designed by Eldredge-McInnis and built in 1931 by F. D. Lawley for Edsel Ford, is now driven by a pair of Hall-Scott engines. A photograph of *Marlin* appeared in connection with an article by George F. Crouch, "Boats For Big Game Fishing," in the February issue.

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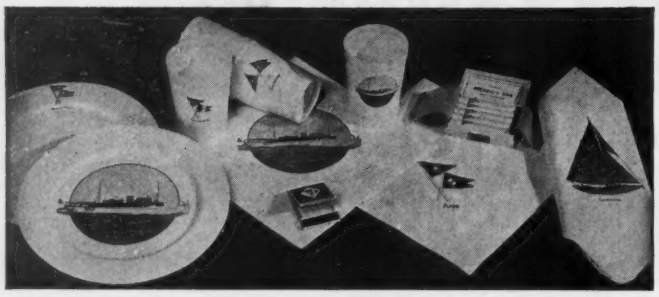

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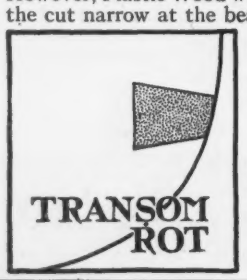

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BOOK DEPARTMENT
YACHTING
205 East 42nd Street New York, N. Y.

The Gastector

THIS ingenious device, manufactured by Wilcox, Crittenden & Co., Middletown, Conn., gives audible and visual warning when there is an explosive mixture of gasoline fumes and air present in the bilge of a boat. It consists of a stout brass combustion chamber, cylindrical in shape, which contains an ignition spark, coil, an electric motor, suction fan and flame checks. Motor and coil are intended for 6-volt current only. From the chamber the intake pipe, which is flexible, is led to the lowest part of the bilge or wherever gas may accumulate. Its end is mounted on a block of wood so that it will float on top of any bilge water there may be in the compartment. The control panel has a timed switch, a signal light, sound signal and reset mechanism. While the explosion chamber may be installed in any convenient place, it should be located where the intake pipe is fairly short.

The operation is as follows: On throwing the switch, the fan is started and draws air through the intake pipe, while sparks pass continually in the explosion chamber. If there is an explosive mixture present, it is set off, forcing out a small plunger which causes the alarm to sound and a red light to show on the control panel.

The device is easy to install and simple to operate. It may be tested from time to time by putting a cup with not more than half a teaspoonful of gasoline near the opening of the intake pipe, then starting it and noting the alarm signal. It should always be run on going aboard, before starting the main engine.

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John H. Wells Active

THE 100-foot express cruiser *Gem* is being repowered with a pair of 200 hp. Winton-Diesel engines, replacing three high speed gasoline motors. The work is being done under the supervision of John H. Wells, Inc., of New York, by Robert Jacob, City Island. That yard will soon start construction work on a new 44-foot fishing boat for L. Gordon Hamersley from J. H. Wells designs. The boat will be driven by two Buda Diesel engines.

The Wells organization is also directing the installation, at Detroit, of two new Winton-Diesel engines in *Margaret F. IV*, owned by L. P. Fisher. It recently sold the motor yacht *Speejacks* to H. H. Rogers who plans a West Indies cruise in her.

\+ + +

Two Useful Devices

AN INGENIOUS device manufactured by the Savage Marine Co., of Boston, is the bracket for attaching an outboard motor to any hull. Three small lugs are permanently fastened to the hull, the bracket and the motor being both unshipped when not in use. The bracket is compact and easy to stow and is made in either aluminum or bronze.

Another device is the Savage muffler which is installed at the extreme end of the exhaust line, inside of the line. A cone-shaped deflector imparts a spiral motion to the hot gases. It is available in sizes for motors of from five to 500 hp. Installation cost is low and the muffler is said to produce no back pressure.

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Dawn Offers New Cruiser

ON THE stocks at the yard of Dawn Cruisers, Inc., is a 50-footer of interesting type. She was designed by an outstanding naval architect and her power plant is optional with the owner. An "Individualized interior" may be built into any boat of this design to suit the owner's taste.

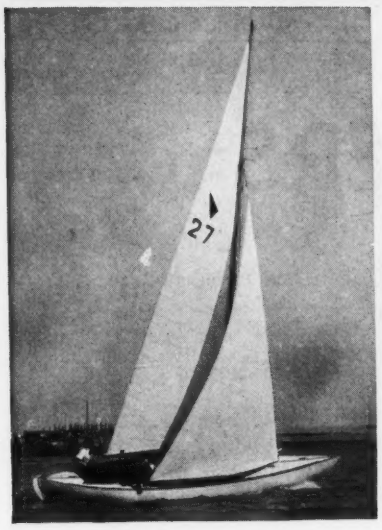
The plans of the new boat provide for either two gasoline engines or two Diesels. The Dawn executives have long been advocates of Diesel power for yachts of this type and approximate size. Last year Dawn's *Aldoma*, a 45-footer with a pair of 6-cylinder 100 hp. Superior Diesels, went through the season with marked success. The new boat is to be driven by two 8-cylinder 150 hp. Superior Diesels. She is well adapted to making extended cruises along the coast and also for reasonably fast commuting service.

\+ + +

Certified Horse Power

ANNOUNCEMENT is made by Universal Motor Company, of Oshkosh, Wis., that hereafter every motor manufactured in its shops will carry a certificate of the horse power developed. Every Universal motor is tested on an electric dynamometer and is checked carefully with the most modern scientific instruments. After it passes these severe tests, a certificate showing its horse power at a given speed is sealed on.

List prices on a number of Universal models have been reduced by from $22 to $50.



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BOOK DEPARTMENT

YACHTING
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The Chris-Craft Clipper, a 24-foot cruiser of 8 feet beam, was introduced at the New York Show

New Power Cruiser Under Construction

A CONTRACT for the construction of a 77-foot power yacht has been awarded to the Consolidated Shipbuilding Corporation of Morris Heights, New York, by J. Ruppert Schalk of Rhinebeck, N. Y. The new boat is scheduled to be delivered on May 1st, 1936. She will be driven by a pair of Model MC 6 Speedway motors developing 250 hp. each, and her auxiliary equipment will include air conditioning. The designs were prepared by Sparkman & Stephens, Inc.

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To Build Unit Gears

THE formation of Montgomery & Fleming, Inc., at 287 Homestead Ave., Hartford, Conn., is announced. The corporation will develop the industrial and marine market for its improved Unit Gears (a type of stern drive), work boat power plants and allied products. The manufacturing will be done by the Hartford Special Machinery Co., one of the best equipped plants in New England for the manufacture of precision machinery of all kinds with excellent facilities for making gears, cams, tools and special machinery.

Joseph Merritt, president of Hartford Special Machinery Co., will direct the new concern. He will be assisted by G. C. Fleming. Design will be under the supervision of D. H. Montgomery, vice president and chief engineer of the New Britain-Gridley Machine Co.

\+ + +

New Deck Paint

VALENTINE & CO. have just announced a new shade of deck paint known as "Tropical Tan." It is darker and less vivid than the conventional shades of deck buff colors, though on the same order, and is said to be particularly easy on the eyes. It takes its place in the already comprehensive line of Valspar deck paints.

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Busy Days at Eddy Marine

INSTALLATION of line production facilities is being rushed at the plant of the Eddy Marine Corporation in Bay City, Mich. Completion of this work will give four lines of 200 feet length. Production machinery is ready for operation and the plant awaits only the installation of the conveyor units. The plant is a modern one, located on the Saginaw River and alongside the tracks of the Michigan Central R. R. It occupies 172,000 square feet of manufacturing floor space on about seven acres of dry river bank land.

The Eddy Aqua-Flow boats were well received at the New York Motor Boat Show and the corporation anticipates at least three months' work at full capacity to satisfy dealer and public demand. The Eddy adaptation of the Ford V-8 and 4-cylinder engines attracted attention at the Show, as did the boats themselves.

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Conklin Takes Larger Quarters

ANNOUNCEMENT is made that T. E. Conklin Brass & Copper Co., Inc., has moved into larger quarters on the second floor of 54–60 Lafayette St., New York, directly over the warehouse, thus bringing all its business activities under one roof.

The company has been celebrating its seventy-fifth anniversary.

★ ★ ★ **SOLD** ★ ★ ★

on February 4th!

LESS than two weeks after the new 1936 DAWN 50 was announced, the first of these new cruiser-yachts was sold to a prominent yachtsman. Two more of these boats have just been laid down.

Embodying fifty feet of brilliant engineering and design, the new DAWN 50 definitely leads today's trend to smaller yachts. She offers the distinctive advantages of "INDIVIDUALIZED INTERIORS," to suit the owner's requirements, OPTIONAL GASOLINE OR DIESEL POWER, GENEROUS CRUISING RADIUS and REMARKABLE VERSATILITY, being equally ideal for commuting, offshore cruising or fishing. Only an inspection will convince you of her outstanding and distinctive superiority.

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